

The Hongkong Telegraph.

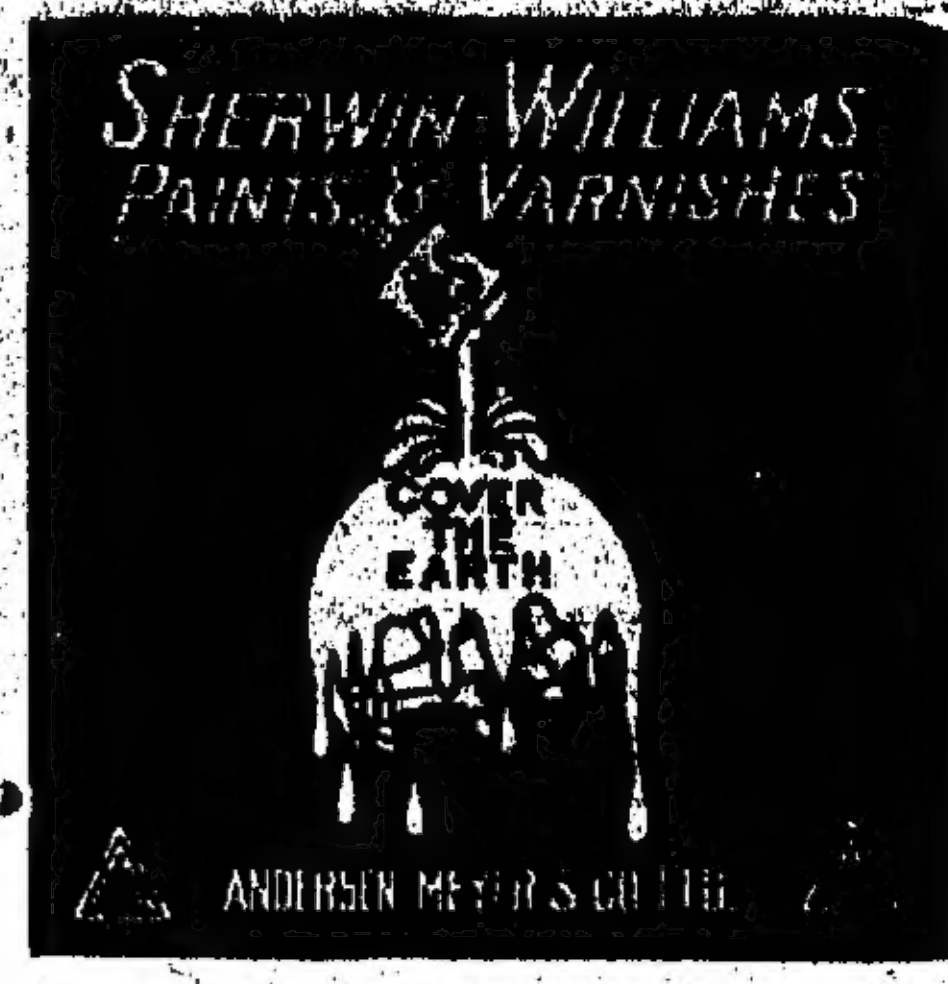
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THURSDAY, APRIL 21, 1921.

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THE COAL STRIKE.

South Wales Irreconcilables.

(Reuter's Service.)

London, April 20.

The prospect of the Miners' Executive modifying their present demands has not been encouraged by the majority of the decisions hitherto published from various districts. One of the most important occurred at Cardiff to-day, when a full delegates' conference of the South Wales Miners' Federation reaffirmed its previous resolutions insisting upon a national wage agreement and a profits pool, demanded rescission of the resolution of the Miners' Federation of Great Britain permitting safety work in the mines, and requested the resignation of Mr. Hodges.

Federation Adheres to its Stipulations.

London, April 20.

Replying to the owners' new proposals, the Miners' Federation declare that the offer merely re-formulates previous proposals, and is vague and meaningless. The Federation reiterates its demand for a national wages board and a national levy on tonnage.

BOLSHEVIST PROPAGANDA IN BRITAIN.

Monthly Expenditure of £23,000.

London, April 20.

In the House of Commons, Major Baird, on behalf of Mr. Shortt, stated that the Government was paying attention to Bolshevik propaganda in Britain. It fell under three heads—payment of salaries to Communist officials of £5 to £10 weekly; subsidies to the extremist Press; and free distribution of revolutionary literature. He believed this expenditure amounted to a least £23,000 monthly. There was evidence that some funds came from Moscow before the trade agreement was signed. Communist agents had undoubtedly been attempting to exploit the unemployed, whose unofficial committees in many industrial centres are chiefly carried on by paid Red agents, whose policy is to concentrate upon centres of industrial unrest. Much mischievous propaganda has been undertaken by persons who contrive to keep within the law, but the police are able to deal with some instances.

THE FOVARGUE MYSTERY UNSOLVED.

Jury Receive Threatening Letters, Presumably From Sinn Fein.

London, April 20.

The inquest on the case mentioned in a message of the 5th inst. leaves unsolved the mystery of who murdered Fovargue, despite the greatest police efforts to solve the crime. The theory is that it was a Sinn Fein crime, the victim being shot after leaving a dance at Fulham and the body conveyed to Ashford golf-links in a motor-car. A sinister feature of the inquest was that seven jurymen received letters threatening that there would be bereavements in their families if a certain verdict was returned. The verdict given by the jury was, murdered by some person unknown.

SINN FEIN'S LATEST.

Citizens Prohibited from Leaving Ireland.

London, April 20.

Sinn Fein has issued a proclamation forbidding citizens of the Irish Republic to leave Ireland without permission and prohibiting shipping and emigration agents from accepting passage money or issuing tickets therefor. Serious penalties for infringement are threatened.

THE SILVER MARKET.

American Unwilling to Sell; China Inclined to Buy.

London, April 20.

America is unwilling to sell silver. On the Continent it was not offered. China is inclined to buy. Speculative buying has contributed to a rise. This has kept India out of the market.

CHINESE SPECIAL ENVOY TO BRITAIN.

London, April 20.

Chu-chih-chen the Special Envoy from China, will shortly arrive in England on an official mission, and will present the King with letters from the President of China.

SHIPBUILDING EMPLOYEES ACCEPT REDUCTION.

London, April 20.

The shipbuilding employers and the shipbuilding Trade Union have reached an agreement whereby wages are to be reduced by 3/- per week from May 1 and a further 30/- on May 30.

THE TURF.

London, April 20.

The Government has sanctioned the running of the Thousand and Two Thousand Guineas Races at Newmarket, both on April 29.

MEASURES AGAINST GERMANY.

Further French Proposals.

(Reuter's Service.)

Paris, April 21.

A forecast of France's proposals for Penalties in the event of Germany's default on May 1 includes a tax of 50 to 70 francs per ton on coal mined in the Ruhr region, a tax on exports, and seizure of a proportion of shares in industrial concerns.

COLOMBIA TREATY RATIFIED.

Washington, April 20.

The Senate has ratified the Colombia Treaty.

TO-DAY'S CHINESE TELEGRAMS.

Peking, April 20.

In reply to the Ministry for Foreign Affairs, the Ministry for Agriculture and Commerce states that the contract made between the British syndicate and the Canton Government for mining enterprises in Kwongtung has not been sanctioned by this Ministry, and therefore cannot be recognised. It requests that the British Minister may be advised accordingly.

The Russian Government in Chitah has again wired to the Government to have the Chino-Russian Commercial Treaty concluded as soon as possible.

Shanghai, April 20.

The following questions were decided at the meeting in Tientsin convened by Chang Jik-lin and Tso Kwan:—1st, to appoint Chang Hsun as Commander-in-Chief of the Fengtien army for the relief of Urga; 2nd, to appropriate \$3,000,000 from the reserve funds of the Manchurian Railway to meet military expenses; 3rd, the Fengtien army to be responsible for the peace in outer Mongolia; 4th, to despatch the 28th Division for the defence of the East Mongolian boundary; 5th, to despatch a mixed Division to the station in Woon-kwan; 6th, to warn the Canton Government in the matter of the Presidential election before military measures are taken.

(Other Telegrams on Page 2.)

TENNIS MATCH.

Hancock Brothers Give Fine Display.

The match in which the brothers Hancock met Yvanovich and Wong Po-keung last evening, to decide who should meet Major Edwards and Townsend in the final of the Open Championship Doubles, drew a large crowd of spectators to the Hongkong Cricket Ground, the special stand being filled to overflowing. The issue was decided in three straight sets, which went to the English pair, who scored 18 games in their opponents' eight. There were expectations of a more even struggle, but although the Hancocks' win was decisive, some splendid rallies were seen and the match was a treat to watch.

The winning pair took the first game of the match without their opponents scoring a point, and they also won the next, after the score was love-40 against them. Then the other couple snatched a love game, but they could register no more and thus lost the opening set 1-6.

Yvanovich and his partner made a good beginning in the next set, taking the first two games. Hancocks, however, playing beautifully together, walked off with three games in succession. Yvanovich was serving well in the next game, with the result that 3-all was called. Then Hancocks took the score to 5-3 and with 40-15 in their favour only needed a point to win the set. The other pair rallied, and a long set became necessary when 5-all was reached. However, the English couple soon got the next two games, mainly due to R. Hancock's judicious placing, and won the set at 7-5.

The opening exchanges of the last set were fairly even, some good rallies being witnessed. After 2-all had been called, the winning pair came away strongly and took the next four games, the outstanding feature being the combination of the Hancocks, Richard in particular shining with his placing and on one occasion being loudly applauded for a really remarkable recovery after the ball had passed him. The final set went to Hancocks at 6-2.

The Hancocks' victory was thoroughly deserved. They gave an almost faultless all-round display and had their opponents outgeneralled in practically every department of the game. Playing together with perfect understanding, they kept the other couple on the defensive throughout the whole match. R. Hancock was the outstanding player of the four, and when he was at the net, as he nearly always was, it was very rarely that anything passed him. His "killing" was superb, whilst again and again he showed himself a rare tactician. His brother was not so brilliant, but he adjusted himself to his partner's game splendidly and some of his placing was reminiscent of his old-time form. We do not remember seeing the winning pair put up a better all-round game, and on last night's 'form they should win the competition and give the holders a shock.

CANTON AFFAIRS.

Sun Advised to Refuse Presidency.

More than twenty military commanders in various districts have jointly wired to Dr. Sun Yat-sen explaining the present situation, both in Kwangtung and the adjacent provinces, and advising him not to accept the Presidency.

A report states that more than ten battalions of troops are being mobilised at Wuchow. Recruiting bureaux have been established by order of Hsu Shun-chee (who belongs to Dr. Sun's party) in Tinpak and Yangkong districts, and 300 recruits have already arrived in Canton.

Of the losers, Yvanovich made a very plucky fight against big odds. Though small in stature, he is wonderfully active and some of his backhand work was altogether excellent. His service, too, gave great trouble to H. Hancock. His partner, Wong, was very disappointing. He never settled down and indulged in much wild hitting, whilst again and again he left his court uncovered and was thus often outplaced. The Hancocks now meet Edwards and Townsend on Saturday in the final round, and on Wednesday next the winners will meet the Lo brothers, present doubles champions, in the challenge round.

TO-DAY'S MISCELLANY.

The first description of coffee to arrive in England was sent by a traveller to Constantinople, who described how the Turks sip of a drink called coffa, as they can suffer it, black as soot, and tasting not much unlike it. But the popularity of coffee grew. Dr. Harvey, who discovered the circulation of the blood, is said to have been the first coffee-drinker in England, and its introduction decreased drunkenness in London. To quote a chronicler of those times: 'The coffee drink hath caused a great sobriety among all nations. Formerly apprentices, clerks, etc., used to take their morning draughts in ale, beer or wine, which often made them unfit for business. Now they ply the good fellows in this wakeful and civil drink.'

Two pounds for asking a question seems a large sum of money, but that is what every question asked at the recent inquiry into the Leeds boundaries extension application costs. The total expenses of the inquiry ran to about £2,500 a day. On the opening day 627 questions were asked, averaging £4 a question. On the second day the number of questions was 1,310, or about £2 a question. These figures are not unusual at such inquiries. Some years ago at the Liverpool and Bootle inquiry nearly every local authority and many local trade and ratepayers' associations all briefed counsel, and the expenditure on that inquiry must have created a record. The questions there would average over £5 each. Parliamentary inquiries are equally costly, and it has been stated that no question in Parliament costs less than £2 to answer. The average over a whole session works out at about £5 per question.

A member of Parliament, in complaining (as members always do except when they are seeking re-election) of the hardships of his lot, has been asking what other "profession" makes demands so heavy on the pockets of those who belong to it. That saying is worth remembrance, for it is one of the first public admissions on record in this country that politics is a profession. Of all the phrases of scorn thrown by members of rival parties at each other, it has been considered for a very long time that the charge of "professional politician" was the most effective. It is very much the same in America, where many excellent citizens refuse altogether to have anything to do with politics, on the ground that the game is in the hands of the professionals and therefore unfit for "gentlemen." In France the politician is nearly always something else besides, generally a lawyer or a journalist. In this country, states a writer in a home journal, we have maintained with considerable success the old belief that a man went into politics urged by a feeling of duty to his country. He was a squire, or a merchant or a fine gentleman who took up politics as he might have taken up any other useful work. He would certainly have been furious had it been suggested that politics was his profession and that he was a politician as other men were doctors or lawyers, pointing out that it was a costly business and brought in few rewards. When payment of members was urged, it was always objected that the effect would be the rise of a school of "professional politicians," and for long that objection was held to be fatal.

QUEEN'S GIFT TO OXFORD.

£500 For The Women's Colleges Fund.

As a sequel to the recent visit of the Queen and Princess Mary to Oxford, Viscountess Rhonda, hon. treasurer of the Oxford Women's Colleges Fund, the object of which is to put the women's colleges on a sound financial basis, has received the following letter from Sir Edward Wallington, Treasurer to the Queen:—

Buckingham Palace.
Dear Lady Rhonda,—I am commanded by the Queen to transmit to you a cheque for £500 towards the appeal which is being made on behalf of the women's colleges in Oxford.

The Queen is pleased to make this contribution as a mark of her deep interest in the object of the appeal, and her Majesty earnestly trusts that the colleges may continue to receive the generous support of which they stand so much in need.

The Queen sends her best wishes for the fund.

ther to have anything to do with politics, on the ground that the game is in the hands of the professionals and therefore unfit for "gentlemen." In France the politician is nearly always something else besides, generally a lawyer or a journalist. In this country, states a writer in a home journal, we have maintained with considerable success the old belief that a man went into politics urged by a feeling of duty to his country. He was a squire, or a merchant or a fine gentleman who took up politics as he might have taken up any other useful work. He would certainly have been furious had it been suggested that politics was his profession and that he was a politician as other men were doctors or lawyers, pointing out that it was a costly business and brought in few rewards. When payment of members was urged, it was always objected that the effect would be the rise of a school of "professional politicians," and for long that objection was held to be fatal.

Firing shells into a rough sea to calm the waves sounds like a madman's freak; sane people would expect a good shelling to ruffle the Sargasso into frenzy. But a cute American has proved that when the shells are filled with oil in lieu of high explosive, they have a restful influence over a storm. Fired to windward of a wreck, they spread a 'zone of calm' in which a life-boat may ride as on a lake.

DEATH OF SISTER MACARIE.

A Useful Life Ended.

We much regret to have to record the death of Sister Macarie, of the French Convent, who passed away in the early hours of this morning. The deceased, who was 81 years of age, came to Hongkong when the Colony was, so to speak, in its infancy, and for over fifty years she had been a zealous worker for the Convent. She was a very familiar figure here, and will be greatly missed by many residents. Of a bright and cheery disposition, she was numerous friends, who will hear of her demise with the deepest regret. She was ever active in the cause of charity, despite her advanced years, she never tired in the work to which she had given her life.

THE PRIME MINISTER'S ST. BERNARD.

The Ministry of Agriculture states: From time to time a report has been circulated to the effect that the St. Bernard dog brought from Switzerland by the Prime Minister has received special treatment, and has not been quarantined for the prescribed period. This report is quite unfounded. The Prime Minister's dog has been in the dogs' Home at Hackbridge, in Surrey, and will not be released until the full period of quarantine has come to an end.

News in To-day's New Advertisements.

On Monday next Messrs. Lam-mert Bros. are selling a quantity of household furniture at their Sales Rooms.—Page 4.
Owing to the presence of rabies in the Colony the proposed Dog, Cat and Poultry show has had to be cancelled.—Page 4.

To-Day's Exchange.

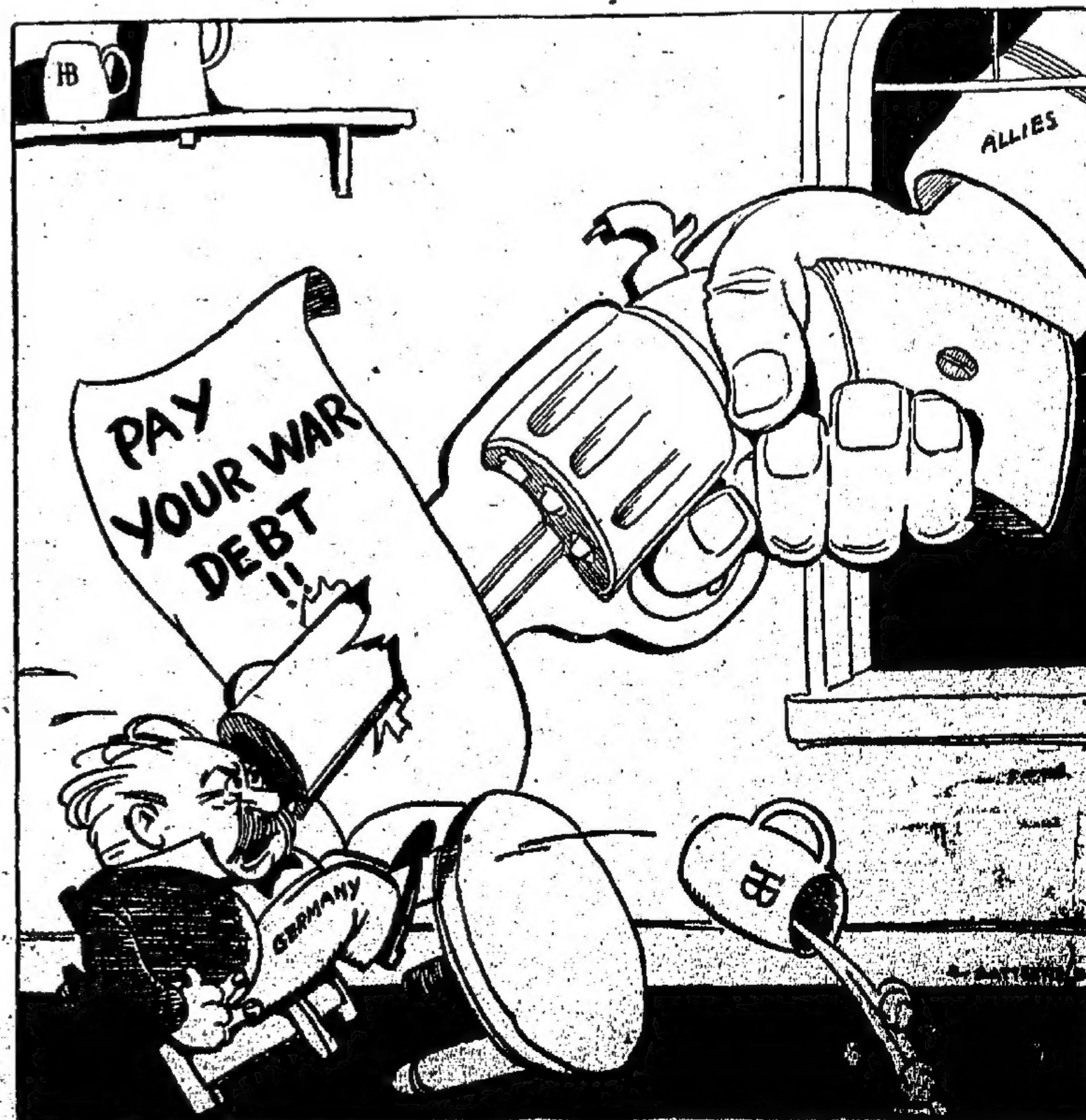
The closing rate of the dollar, on demand, to-day was 2s. 6½d.

The Weather.

2 p.m. Barometer:—29.92. Temperature:—74. Humidity:—73.

Lighting-Up Time.

Lighting-up time to-day is 6.46 p.m.



[According to to-day's cables, the Allies intend taking fresh measures against Germany.]

NOTICE.

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Complete stock, Best terms.
Immediate delivery.

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(Established A. D. 1880.)

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EARLIER TELEGRAMS.

COALOWNERS OFFER TO MINERS.

London, April 20.

The coalowners new offer proposes the establishment of a National Wages Board to deal with principles applicable to the whole country, which are to be applied to the determination of wages in each district based upon district financial results. The periods for ascertainment of the district results will be settled nationally. The point below which the wages will not be automatically reduced will be determined nationally by reference to the base rates now existing in each colliery, including all additions since July, 1914, this representing earnings considerably exceeding the highest earnings of any period before the war. Besides these rates, the workers will be given as wages the whole surplus of revenue of each district during the existing abnormal period. The workers representatives in each district shall be satisfied that the district proposes to pay all wages it can bear. Owners will confer with the workers representatives with the view to dealing with the wages of the lower paid men and agree with the workers nationally as to the relation between wages and profits in future. There will also be joint audits of the owners books by accountants representing the owners and workers to ascertain all the facts and figures necessary for adjustment of wages.

GERMANY'S OBLIGATIONS.

London, April 20.

With regard to the occupation of the Ruhr coalfield in the event of Germany not fulfilling her obligations, a French source points out that if the German miners in the occupied coal basin refuse to work, Germany will have no coal, as the only other German coalfield, apart from Upper Silesia, is the Saxon basin, which is very poor. This will threaten Germany with a general stoppage, which surely will compel her to carry out her obligations. It is emphasised that France does not desire to annex German territory but simply to make Germany pay the estimated three milliards francs obtainable annually from the Ruhr.

M. Berthelot, Marshal Foch, Viscount Curzon and Field Marshal Wilson will attend a Conference at Lympne during the weekend, which is the outcome of a letter by M. Briand to Mr. Lloyd George declaring that the time has come to end German quibblings and that it was now time for action.

EX-KAISERIN'S FUNERAL.

Berlin, April 20.

The ex-Kaiserin's funeral occasioned a remarkable demonstration of homage by the monarchist and military regime. Thirty thousand members of the public witnessed the procession to the mausoleum and antique temple, wherein ministers, Hohenzollern ex-Royalties and nobility, ex-King Ferdinand of Bulgaria, Field-Marshal Hindenburg, Generals Ludendorff, Mackensen, Kluck and Admiral von Tirpitz participated. It was noteworthy that the crowd gave an ovation to Hindenburg for his past service.

A COALITION VICTORY.

London, April 20.

The bye-election at Baydley (Worcestershire) resulted as follows:
Mr. Stanley Baldwin (Coalition Unionist) 14,537
Mr. Henry Mills (non-Official Labour) 1,680
The election was due to Mr. Stanley Baldwin's appointment as President of the Board of Trade.

SEDITIONOUS UTTERANCES.

Vancouver, April 20.

Mr. Esmonde, the Irish Baron's son, mentioned on April 5, has been committed for trial on a charge of seditious utterances. Bail has been fixed at \$7,500.

THE CHESS CHAMPIONSHIP.

Havana, April 20.

The thirteenth game between Lasker and Capablanca was drawn after the twenty-third move.

HONGKONG
ST. ANDREW'S SOCIETY.Letter from H.R.H. the
Prince of Wales.

We are in receipt of the following letters from Mr. T. W. Hill, hon. sec. of St. Andrew's Society, and publish them for the information of those concerned.

Blair Castle, Blair Atholl, 10th March, 1921.
The Secretary, Hongkong St. Andrew's Society.

Dear Sir:—The splendid subscription sent to the Scottish National War Memorial by the Local Scotsmen in Hongkong was, I understand, duly acknowledged in my absence. I myself have postponed writing to you until I could report that I had handed it to the Prince of Wales myself, as President of the Fund. This was done on Tuesday on his visit to Glasgow. I did not wish to hand it to him in London, but felt that it would call for more remark and appreciation if handed publicly to him in this way.

Please accept the most sincere thanks of the Committee. We are getting on fairly well, have collected now over £70,000, but we want quite double that sum.

Your contribution is all the more generous as I know how very difficult it is for people to spare money in these days.

We have now come to an absolute agreement, I think, on the form of the Shrine, and I feel that it will be of a nature that will not only be a credit to the great Cause, but to Scotland in general.—Yours very truly,

(Signed.) ARTHUR

Blair Castle, Blair Atholl, 12th March, 1921.

The President, Hongkong St. Andrew's Society.

Dear Sir,—His Royal Highness the Prince of Wales has directed me to forward you the enclosed letter.

May I at the same time reiterate my own thanks to you for all the help you have given?—Yours very truly,

(Signed.) ARTHUR

Chairman Scottish National War Memorial.

St. James' Palace, S.W., 12th March, 1921.

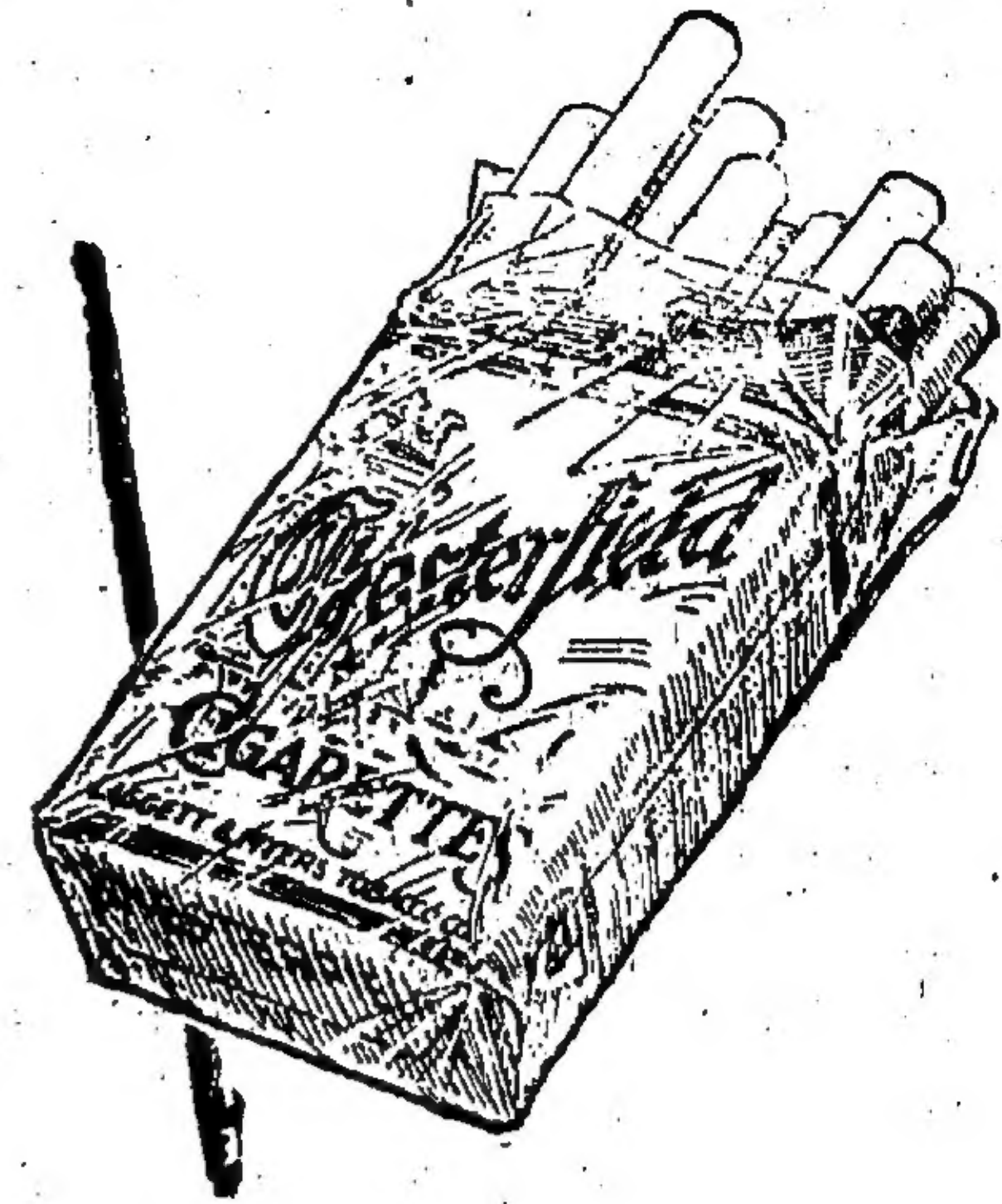
The President, Hongkong St. Andrew's Society.

Dear Sir:—I have just been informed of the great assistance that you have given towards the furtherance of the scheme for the erection of the Scottish National War Memorial, and as President of the Committee I would ask you to accept my most grateful thanks.—Yours very truly,

(Signed.) EDWARD P.

President Scottish National War Memorial.

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that keeps Chesterfield's original flavor and freshness intact. Your Chesterfields never become either soggy or dry. They always reach you in prime shape for smoking.

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Chesterfield CIGARETTES

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They SATISFY!

20 for
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PREVENTION OF
VENEREAL DISEASE.

Sin and Safety.

A writer in the Observer states:—In dealing with venereal disease, the Ministry of Health had up to a couple of years or so ago followed two main lines of policy: Firstly, skilled early treatment for the sufferer in every part of the country; secondly, a campaign of education as to the dangers and effects of the diseases and the necessity for prompt and skilled treatment. As a result of experience gained during the war in dealing with troops, other methods of prevention were brought into prominence. It was shown that the prompt use of certain disinfectant substances, if applied with proper skill and intelligence, was effective in destroying the germs of disease while still on the surface of the body. The application of this knowledge varied in the different Forces. In some cases "Packets" of suitable drugs were issued to the men for their personal use; in others, centres were provided where the men could come for skilled and prompt attendance by trained orderlies. The question then naturally arose as to whether the knowledge and experience thus gained could be used by the application of similar methods to the nation as a whole. A number of medical men and others suggested the free official issue of packets of disinfectants throughout the country. The question was considered by an Inter-Departmental Committee of doctors with special War experience of the subject, presided over by Lord Astor, who reported that the results of the "Packet" system had not been such as to justify its extension to the civilian population, and that any gains would be outweighed by serious disadvantages. Since the Report was issued the "Packet" system has been de-

finitely abandoned by the American Army, and the demand for the official issue of "Packets" to the civilian population in this country has practically ceased. THE BIRTH-RATE COMMISSION'S PLAN.

In place of such a system it is now proposed by a Committee appointed by the National Birth-Rate Commission, under the chairmanship of Bishop of Birmingham, that special measures should be undertaken to instruct the civilian population in the value and the use of prompt personal disinfection, together with information as to where the necessary drugs can readily be obtained and their provision at a nominal cost, presumably either at the expense of the State or the rates.

The Ministry of Health has as yet given no sign of its attitude towards this new development; possibly the question is still in the balance. A decision cannot be long delayed, for already Lord Willoughby de Broke has a Motion on the Order Paper of the House of Lords, calling attention to the Committee's Report and asking what steps are being taken to give effect to its findings.

The arguments against such proposals are based upon the fundamental facts of human life. Can anyone doubt that if, far and wide, young men and women to whom we have spent years in teaching the horrors of the disease, are officially told that they may sin and yet be safe, promiscuous intercourse will increase? In how many hundreds or thousands of cases have the dangers prevented the act; in how many thousands more will the appearance of safety tip the trembling balance between self-control and licence? To carry the matter a stage further, medical opinion agrees that prompt and skilled disinfection is generally effective in the particular instance and in the individual case. But its effectiveness depends entirely

on prompt and skilful application. War experience showed only too clearly that even where men had been carefully and continuously instructed neither promptness nor skill could be relied upon. Even the Committee itself does not feel able to "express any definite opinion on the efficacy of self-disinfection when a plied to the civil population."

LATIN AND SAXON MORALS. One more point on the medical aspect—a familiar one probably to most people. If you recommend drugs for disinfection the chances are that they will be used for treatment. Now if there is one thing clearly established about venereal disease it is that prompt medical treatment is essential; the extension of self-treatment by perfectly efficacious drugs would be the most disastrous reversion to past conditions.

The moral argument is no less convincing. The Anglo-Saxon race has often been regarded as hypocritical by Latin observers because amidst the constant evidence of prostitution it has consistently refused to admit the necessity. The argument that such things must be and that therefore the State should recognise and regulate them has never found strong support in England. The fundamental idealism of the race is expressed in the answer, "I know they are so, perhaps always will be so; but I will never admit that they must be so."

Such idealism is neither hypocritical nor impractical; it is a spirit that has won plenty of battles, and in the moral sphere it is a national expression of the conviction that morality in matters of sex is both right and possible. The value of this conviction can hardly be over-estimated; and the proof of its effect may without offence be found in a comparison of the facts of Latin and Anglo-Saxon morality.



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AMERICA'S THIRST.

Where Prohibition Has Disappointed Both Sides.

The first year of Federal prohibition in the United States has in its results disappointed both sides, according to a survey that the *Literary Digest*, New York, makes of the situation.

The friends of prohibition, says the journal, admit that while it has virtually abolished the open saloon, it has not yet made the nation "bone dry," at least for those persons who want strong drink badly enough to pay the current prices for it and to take the current chances on its quality.

They admit that the moonshiner, the homebrewer, the whisky-runner, and the bootlegger flourish in the land as they never did before. They concede, in fact, that the reform for which they waged so long and arduous a fight has not yet ushered in the millennium.

But, on the other hand, they marshal figures to prove that the nation's alcoholic thirst is "tapering off," and they confidently predict that the enforcement machinery of this year-old law will continue to function with ever-increasing efficiency, and that public opinion will ultimately rally behind it even in those communities that are now defiantly "wet" in sentiment.

Prohibition's enemies, on the other hand, viewing the results of the first 12 months of the new aridity, have to admit that neither the projected nation-wide revolt of the labourer deprived of his beer, nor the wholesale exodus of foreign-born workers from America's dry shores, nor even the automatic stoppage of immigration from wine and beer-drinking countries, has yet materialised.

FLOUTING THE LAW.

They point, however, to what they call the "farical" situation in regard to enforcement, to its unequal bearing upon the rich and the poor, and they warn us that the widespread flouting of this law in sections where it lacks the support of public opinion tends to breed disrespect for all laws.

At the end of its first year "prohibition is neither a success nor a failure," avers a Washington correspondent, and a number of papers agree that it is a success where it is supported by local sentiment, but a failure where it is not.

But the New York *American* points out that, since near 88 per cent. of the total area of the United States, containing about 61 per cent. of the total population, had gone "dry" by popular vote before the Federal Amendment was enacted, the situation contains more comfort for the prohibitionists than for the anti-prohibitionists.

A survey of the available data moves the New York *Globe* to remark that "taken all in all, prohibition in the flesh, at least as we have it now, is not the utopian affair it used to be painted by temperance orators of the latter nineteenth century."

Prohibition's friends and champions however, see no cause for pessimism in the record of the twelve months from January 16, 1920 to January 16, 1921. "In our first year we have seen the private stocks absorbed like lakes in the desert," remarks Prohibition Commissioner Kramer, who informs the Washington correspondents that during this period only about forty or forty-three million gallons of distilled spirits were withdrawn, taxpaid, from bonded warehouses, and this avowedly for non-beverage purposes.

THE ELUSIVE MOONSHINER.

For comparison, it is interesting to note that the withdrawals during the fiscal year ending June 30, 1919, amounted to 81,600,000 gallons. Mr. Kramer predicts that the "appetite" of the steady drinker will diminish, and that with it will go the occupation of the bootlegger. In a few years, he says, prohibition enforcement will have resolved itself into a simple problem of vigilance, a guarding against the production of moonshine, and the patrolling of the border and coasts against smuggling.

The smuggling problem, says the Commissioner, is most acute in the Great Lakes area and along the St. Lawrence River section of the Canadian border. As for the moonshiner, Mr. Kramer frankly states that "we always will have some of him with us."

The work of prohibition enforcement during the first year has

INFERIOR WINES.

How the British Public are Swindled.

In nothing is the British public being swindled so outrageously at the present moment as in the matter of wine, such as is being sold by the cheap restaurant and the less reputable wine merchant, writes a correspondent in the *London Morning Post*.

The writer recently made a conscientious inspection of certain cheap Soho restaurants. He was unfortunate enough to make acquaintance with so-called "Medoc" and "Macon," sold at 2s. 6d., 3s. and 3s. 3d. the half bottle. The labels were imposing, but the contents of the bottles were at the worst not wine at all and at the best new ordinary wines of inferior quality, which had no more connection with Bordeaux or Burgundy, their supposed places of origin, than they had with Japan or the North Pole.

ATROCIOUS CONCOCTIONS.

During the war the German Army drank all the cheaper wine in the country, and the ingenious Boche chemist came forward at once with a wine substitute, some nameless chemical compound flavoured with a minimum of real wine and liberally doctored with alcohol.

After the Hindenburg retreat in the beginning of 1917 the writer, out of curiosity, glanced through several hundred empty bottles which were the only things that a Boche Divisional Staff had left unbroken in the sitting room of a private house used at their headquarters.

Every bottle, with the exception of a single Benedictine flagon, was labelled "Essatz Wein," and the meaning of that description in all its atrocity was only appreciated by the palate after the Armistice, when such concoctions were offered to the victorious troops in the occupied territory.

WINE FROM "OTHER COUNTRIES."

It is to be feared that something similar to that wine-substitute has found its way into England, and its vendors have the audacity to label it "Medoc," "Macon," or any other name that please their fancy.

It is certain that thousands of gallons of nondescript wine imported from the vague vineyards eloquently described in the official returns as "other countries" are masquerading as the produce of France.

After the war there was a great demand for wines; stocks were depleted, and thousands of gallons were sold by auction to purchasers who cared nothing for quality so long as they could obtain something which they could label Bordeaux, Burgundy, Graves, Chablis, and the like. The result was that inferior wine poured into the country. Portugal was the first offender; its imports more than trebled, and it unloaded in England hundreds of thousands of gallons, which could be disguised at the purchasers' will.

This year "other countries" are the chief offenders; imports so described have leapt up nearly seven-fold since 1910, and over two million gallons of this stuff are somewhere on the market.

And withal those nauseous products are not cheap. They are being sold at about the same price as would give the retailer a reasonable profit if he bought and sold sound French wine. The cheap restaurant keeper prides himself on the uneducated palates of a great part of the wine-drinking public.

When "satisfactory" reports William M. Williams, Commissioner of Internal Revenue; and he predicts that it will be more effective in the future. To quote him further:—

"From the reports received from the bureau's agents throughout the country it appears that there is a constantly growing sentiment on the part of the people for a strict enforcement of law. The courts, it is believed, are beginning to realise that only prison sentences for violating the law will be sufficient. The bureau is now receiving better co-operation from State and local officials, and, after all, complete success of national prohibition, unless a very large sum is appropriated by the Congress, depends upon co-operation on the part of the State, local, and municipal officials."

VAST RAILWAY SYSTEM.

Dominion Lines to be Greatest of State-Owned Roads.

The Canadian Government will own the largest railway system in the world when the amalgamation of the Canadian National, the Grand Trunk and the Grand Trunk Pacific lines has been completed in the next few months. As a result of the merger the Canadian National Railways will control 22,000 miles of railway, employ 70,000 persons, operate 2,000 modern locomotives, 1,800 passenger cars and 70,000 freight cars with a carrying capacity of 600,000 tons.

Stretching from Sydney, N.S., to Victoria, B.C., a distance of 4,230 miles across the continent, the system will operate 1,138 miles in Nova Scotia, 279 miles in Prince Edward Island, 1,107 miles in New Brunswick, 2,496 miles in Quebec, 6,352 miles in Ontario, 2,320 miles in Manitoba, 3,576 miles in Saskatchewan, 2,090 miles in Alberta, 1,227 miles in British Columbia and 1,881 miles in the United States.

The merger carries with it 32 ships sailing from Atlantic and Pacific ports. The government programme calls for construction of an additional 30 freighters, which will bring the total capacity of the fleet to 360,000 dead-weight tons. Sixteen ships will sail out of Vancouver to China, India, Japan, Hawaii, East Indies and Australasian ports and the remainder will sail from Quebec, Montreal and Halifax to Europe, South America and the West Indies.

DOUBLE-ACTING DIESEL ENGINES.

Reducing Cost of Machinery.

One of the main problems which now confronts the Diesel engine manufacturer is that of reducing the initial cost of the machinery, so that it may compare favourably with the price of corresponding steam plant. At present, in most cases the capital expenditure required for the machinery of a motor ship is between 20 and 25 per cent. more than steam engines and boilers of the same power. Increased standardisation will help towards the reduction of costs, but it is the opinion of many engineers that builders will ultimately be forced to the construction of double-acting two-cycle machinery instead of the present single-acting type. Such plant should be much cheaper to build, but it has yet to prove equal in reliability to the more familiar classes of engine.

In this connection, the recent acquisition of the motor ship *Assyrian* by the Ellerman Lines is a matter of exceptional interest. She is the only ship afloat in which double-acting Diesel engines have been installed, and for several months past, until she was bought by the Ellerman Lines, she has been operated by the Glen Line, being one of the ships handed over to Great Britain by Germany under the terms of peace. According to the reports which have been received, the machinery has given complete satisfaction from the point of view of reliability of service, but there is no question that the consumption of both lubricating oil and fuel is a good deal heavier than in vessels of the same size equipped with four-cycle or two-cycle single-acting machinery. Moreover, the general design does not appeal greatly to British engineers, on account of its excessive complication, for it is considered that one of the advantages of the double-acting engine should be simplicity instead of the reverse. This complication is brought about partly by the employment of scavenging valves at the top and bottom of the cylinders, whereas the use of a port scavenging design would probably have been more effective. These valves have necessitated the employment of no fewer than three camshafts, with all the accessory cams and valve gear. There are, moreover, two fuel valves at the bottom of each cylinder, whereas by a different system it should be possible to utilize only one valve—an arrangement which has been adopted in a two-cycle double-acting engine of British design which will probably be built shortly. The engines in the *Assyrian* are relatively small, having an output of 850 h.p. each, and it is admitted that in low powers the double-acting principle does not show to such advantage as it does in larger sets. If therefore,

the service of the *Assyrian* proves at all comparable as regards economy and reliability with the modern four-cycle engine, there is no doubt that both engine manufacturers and ship owners will have to go more closely into the question of the development of a satisfactory double-acting motor.

CHEAVIN'S

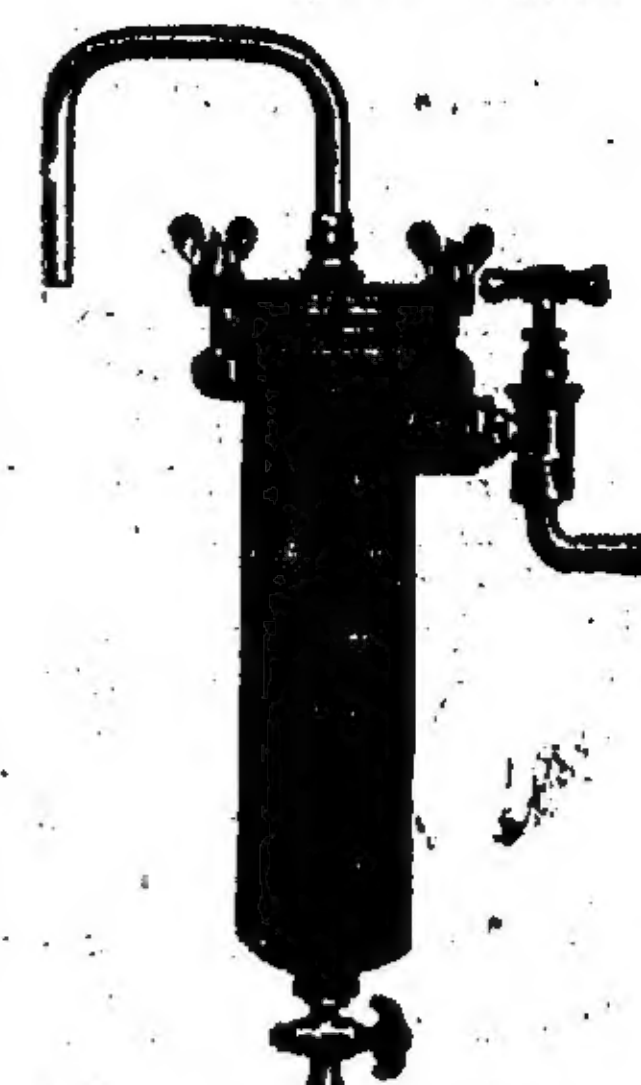
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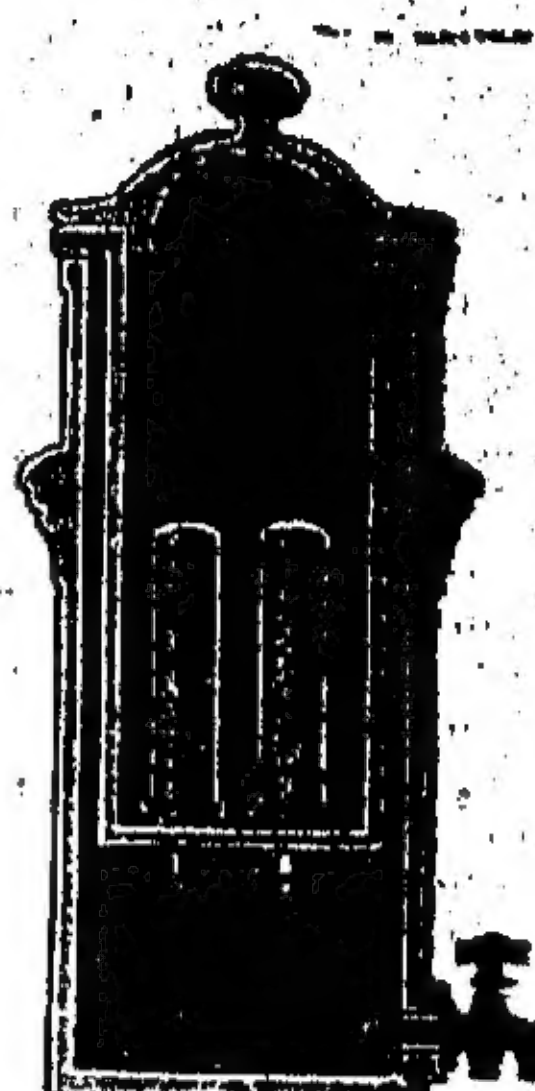
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20 per cent MEDICAL BATH SOAP

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 "EURYADES" 14th June Genoa, M'les, L'pool & G'gow
 "BELLEROPHON" 23rd June Genoa, M'les, L'pool & G'gow

PACIFIC SERVICE
(via Kobe and Yokohama)

"PROTESILAUS" 4th May } Victoria, Seattle & Vancouver
 "TEUCER" 25th May }
 "TALTHYBIUS" 15th June }

NEW YORK SERVICE

(via Suez or Panama)

"KNIGHT COMPANION" 13th May. via Suez

HOMeward PASSENGER SERVICE

"PYRRHUS" 3rd May for London
 "ANCHISES" 21st June for London
 "TEIRESIAS" 7th July for London
 "MENTOR" 12th July for London

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AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"MULPUA"

having arrived from New York via ports, on 19th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon. Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.,

United States Shipping Board,
Emergency Fleet Corporation.

BARBER STEAMSHIP
LINES INC.

Managing Agents.

The Admiral Line.

5th Floor Hotel Mansions,
Hongkong, 18th April, 1921.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

From NEW YORK.

The Steamship

"KASENGA"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after April 26th will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 2nd May 1921, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.
General Agents.

Hongkong, 18th April, 1920.

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& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
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CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From YOKOHAMA, via OSAKA
DAIREN & SHANGHAI,
THE Company's Steamship
"BURMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,

Manager.

Hongkong, 19th April, 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.

From UNITED KINGDOM,
COLOMBO & STRAITS.
The Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th April, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 27th April, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

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Hongkong, 20th April, 1921.

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12-INCH AEROPLANE GUN.

"Fires" from Both Ends.

Admiral Sir Percy Scott, in a statement to the *Western Morning News and Mercury* (Plymouth), states:—

"In the first few hours of the next war Plymouth, Dover, and even London may be reduced to ashes, unless we are prepared with an adequate counter to the fleets of aeroplanes that would attack us.

"It seems to me, therefore, nothing but plain commonsense

that we should spend what money we can spare not on battleships, that are 'no damned good,' as the midshipman said but in providing the very best we can buy of the newer weapons that will count in the war of the future."

Explaining the new Davis gun, which "fires" from both ends, Sir Percy Scott said:—

"All the American aeroplanes are to be armed with it. It will be possible for an aeroplane to carry a 12-inch gun and fire at a battleship from 10,000 feet up. The battleship could have no protection against such a weapon as that, and it is nonsense to talk about roofing in Plymouth Sound.

A geyser helps you to begin the day well. Hot water for bathing, shaving, etc., instantaneously, at any time without preparation or trouble. Economical, durable and efficient, for gas or oil.

Sold and fixed by:—

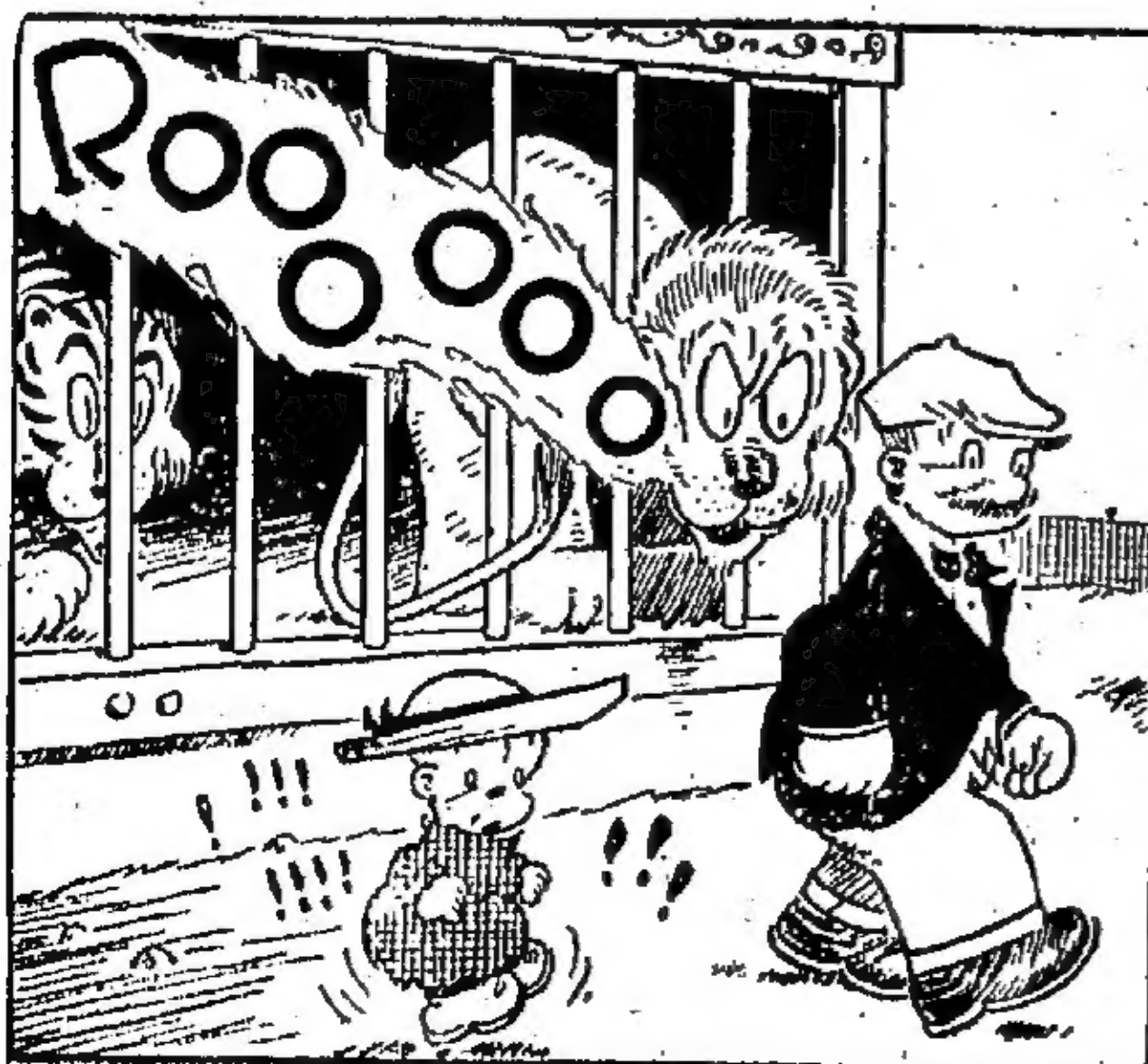
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"Why, I could put one of these 12-inch guns under my arm and not know it was fired. It does not actually fire a shell each end. It fires sand from one end, and this sand has the effect of reducing recoil absolutely to nothing."

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Business correspondence should be sent to the Manager.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Announcement.

The Reverend Mother Felicie profoundly regrets to inform all friends that Sister Macarie, aged 81 years, passed peacefully away in the French Convent at 4 o'clock on the morning of the 21st April, 1921.

The funeral will pass the monument to-day at 5.30 p.m.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 21, 1921.

THE "MISSING LINK" EXPEDITION.

Scientists the world over will no doubt follow with deep interest the investigations and subsequent conclusions of what has been popularly termed the "Missing Link" Expedition to Asia. One of its leaders has already arrived in China, in the person of Mr. Roy Chapman Andrews, an article from whose pen we published yesterday. As to when the expedition's task will begin in real earnest, this will depend to some extent upon the situation in China, but it is hoped soon to get under way and to secure the co-operation of Chinese who can be of value to the party. The prime object of the expedition is to discover some fossil of man at the place of origin that will enable scientists to link him up with his successive stages of development, for the need is felt of definite data on the point, since most of the present conclusions are, according to Mr. Andrews, theories based on deductive reasoning.

The expedition party sets out under the auspices of the American Museum of Natural History, in co-operation with the American Asiatic Society and the *Asia Magazine*. Holding the theory that man is "descended from none but man," but at the same time admitting his relationship to the ape, this group of scientists will seek to find fossil remains of the first creature to leave the Anthropoid, or four-legged, stage and stand erect on the legs. Their search turns in this particular direction because a generally accepted belief is that in the Miocene period, some 2,000,000 years ago, great geological disturbances occurred. The Central Asia plateau was elevated. Himalaya Mountains were thrown up. Land connection existed between Siberia and Alaska, across what is now the Behring Strait. There was probably a broad connection with Africa by way of the Mediterranean and Red Seas. It is in this environment that the origin of man is conceived to have taken place. For it is believed the apes no longer could retreat southward because of the huge mountain barrier, and man, probably an insignificant creature living on nuts and roots in the thick forests and running to trees for shelter, was suddenly threatened by new perils with the old sanctuary gone. Losing the shelter of the forest he had to acquire some means of self-preservation on the open plain. So he tried standing erect as a means of better looking about, acquired hands with opposed thumbs so that he might grip sticks and stones, and feet that he might stand the strain of swift and sustained running.

These are some of the views at present held regarding the origin of man, and if the fossil remains of this first man can be found, a riddle of the ages will be solved and positive proof take the place of theory. The subject of the search of this group of scientists is one that makes a universal appeal to the imagination. The expeditioners will seek to trace the causes that led to man's evolution; how that evolution was first accomplished; what the primitive man looked like; how he lived—in short, the key to the missing chapters in human history.

NOTES & COMMENTS.

Allies Preparing.

The Allies are evidently giving careful attention to the further measures to be taken if Germany continues to evade her responsibilities. It is semi-officially announced that the Allies will require the Reichsbank's gold reserves to be transferred to the custody of the Reparations Commission. According to the *Echo de Paris*, French experts propose also that additional military and economic penalties shall be applied, including the occupation of further territory in the Ruhr region; and a preliminary conference is to be held this week-end at Hythe, which will be attended by the French Premier and General Weygand. Commenting on the subject the other day, we remarked that the Allies, having notified Germany of the reparations decision, were at liberty to take further steps without waiting for May 1. In addition to the sum for reparations, however, the Allies, under Art. 235, have a claim against Germany for 20,000,000,000 gold marks, for which Berlin formally gave bonds, in respect of the armies of occupation and the supply of materials; and the Treaty fixes May 1 as the latest date for payment of this amount. Germany claims that she has discharged the liability and more. The difference arises over the valuation of the payments in kind. Evidently Germany has placed a high estimate upon the goods she has delivered, seeing that the Allies claim that there is still a sum of 2600,000,000 due, signifying that less than half of this debt has been discharged.

L'Affaire Dreyfus.

The passing of the Paris journalist, M. Joseph Reinach, recalls the famous case which agitated all France in the closing decade of last century. Captain Dreyfus, son of a wealthy Jewish merchant of Paris, was attached to the General Staff. Tried by court-martial for selling secret documents to Germany, he was condemned and banished to Devil's Island. His relatives, with Colonel Picquart, the late Emile Zola, and M. Reinach, were convinced of his innocence and exerted themselves to obtain a retrial. Zola, in an open letter addressed to the President of the Republic, asserted that Dreyfus had not received a fair trial. For this the celebrated novelist was convicted of libel and fled the country for a while. Persevering in their efforts, the Dreyfus champions—to whom must be added a man destined to become renowned in these late years, M. Clemenceau—charged two of the prosecution witnesses, Colonel Henry, head of the Intelligence Department, and Captain Esterhazy, with fabricating the much-debated Dreyfus dossier. Esterhazy was acquitted, but the former confessed and committed suicide. A retrial was ordered, and the sentence was confirmed with reservations, the penalty being reduced. Shortly afterwards Dreyfus was set at liberty, and eventually he was not only accorded a full pardon but his commission in the Army was restored to him with the rank of major. A feature of the retrial was the eloquent speech for the defence by M. Paul Demange, delivered at short notice on account of the sudden illness of leading counsel.

The Big Clash.

The ether has been stirred again to tell us a little more about the Dempsey-Carpentier arrangements, which have been under discussion for some fifteen months. A few weeks ago a report got around that the promoter, Tex Rickard, had received a proposition from Canada, bringing the purse up to \$750,000 (does Tom Sayers turn in his grave these days?—we shall be hearing of a seven-figure purse soon). But the contest, so we are told, is to be staged in New Jersey on July 2. It is stated that Carpentier, with Descamps, his manager, will sail for America on the seventh of next month, which looks a little more promising, though not by any means conclusive. The laws of the State named do not allow of contests going beyond twelve rounds. This means a hefty sum per round, assuming that the clash lasts the distance; but as likely as not the limit will be more than sufficient. The Frenchman, by the way, appeared at Knowles Hall last month before his Majesty and other guests of Lord Derby, a novel characteristic of the display given with his sparring partner being a "reconstruction" of the Levinsky contest.

DAY BY DAY.

ELOQUENCE MAY EXIST WITHOUT A PROPORTIONATE DEGREE OF WISDOM.—Burke.

Colonel Davy, the new C.R.E., arrived here by the s.s. Devanha.

Sub-Inspector Robert Lanigan returned from Home leave yesterday.

Military families and reliefs for H.M.S. Hawkins and Alacrity arrived by the Devanha, which returns Home on the 27th instant.

We hear that the Police Reserve Medal, awarded for good service during the war, have arrived and that they will shortly be distributed.

Mr. L.E. Ensign, managing director of the China Vegetable Oil Company, Ltd., left to-day by the China for San Francisco and New York on business. He expects to return to the Colony in September.

The former pupil of Yaumati Government School who has been convicted of the theft of a typewriter from the institution was, with an accomplice, this morning bound over in a personal surety of \$100.

Yesterday's health return shows two fatal cases of small-pox (one imported), two cases of cerebro-spinal fever (one fatal), one fatal occurrence of plague and one non-fatal case of enteric. The sufferer in the last-named was an Indian; the rest Chinese.

Following the report of the intended resumption of the Siberian mail service a number of enquiries have been addressed to the Hongkong General Post Office from businessmen for a confirmation of the statement, but without the result sought for, the department having received no advice from Home as to the likely resumption of the service.

Our suffragettes are on the war path again, says the *Canton Times*. They are out to canvass for members and will not be satisfied until they enrol every woman in this city as a member of their association. As an inducement they offer their poor hard working "sisters" the privilege of joining their association for the sum of ten cents. No mention is made by the suffragette committee as to the membership fee for the girl students.

THE WARING COMPANY.

"The Merchant of Venice."

It was only natural that with such a high reputation behind them that the H.B. Waring Company should attract a very large company to the Theatre Royal last evening when they gave the first of their Shakespearean plays—"The Merchant of Venice." Many of the artists have been closely associated with the Ben Jonsonian school of Shakespearean art and the high praise that has been meted out to them has (judging by last night's production) been more than justified. Not only in forceful characterisation but in the staging and setting, the Waring Company achieved an unqualified success. It is no easy matter to play Shakespeare these days, but there was scarcely a fault that even the most hypercritical could have found.

The leading parts of Portia and Shylock were in the hands of Miss Jeanette Sherwin and Mr. Chas. Quartermaine and we have never seen more masterly interpretations. Both these classic characters have been staged-played times without number but in the hands of Miss Sherwin and Mr. Quartermaine they were given a very real freshness. Mr. H. B. Waring, as Bassanio, greatly contributed to the success of the production, whilst the part of Antonio was sustained with dignity by Mr. Wordley Hulse. Miss May Hallett as Nerissa and Miss Edith Smith as Jessica well fulfilled their important roles, whilst a word should be said in praise of Mr. Frederick Amerley, who as the Duke of Venice and the Prince of Morocco, gave clever interpretations. All the other characters were in very capable hands, and the excellence of the dressing, staging and music (supplied by the Wiltshire's Band) combined to give Hongkong one of the best evenings it has ever had with England's great writer. This evening is being produced "A Butterfly on the Wheel."

MEDICAL EDUCATION AMONG THE CHINESE.

The Work of Hongkong and Shantung Universities.

A paper was recently read in London before the Royal Society of Medicine by Mr. Harold Balme, F.R.C.S., upon the subject of medical institutions in China. Sir Donald Mac Alister, Principal and Vice-Chancellor of Glasgow University, presiding.

Hongkong University was represented on the platform by Dr. H. G. Earle, Dean of the Faculty and Professor of Physiology, and by Sir James Cantlie, the founder of the College of Medicine for the Chinese, now merged in the University, whose views on the subject of medical education in China merit reproduction.

No one can say when or by whom Western medicine was introduced into China. The Portuguese and the Dutch, although they were in occupation of parts of China over three centuries ago, did little, for in the parent countries of both medical knowledge was mostly empirical, and they had little to impart to the Chinese on the subject. The first real introduction of a "healing art" was made by the East India Company in 1801, when vaccine was brought to Canton and there used as a protection against small-pox.

The Chinese had, of course, used the matter from dried small-pox scabs long before then, but bovine vaccine was with scientific precision used only after 1801. The good effect was soon undone, for after a time the continuance of the use of this initial vaccine in the course of years lost its power, although they went on transferring it from arm to arm until the good effects became exhausted. It was not until 1891, when the then Governor of Hongkong (Sir Wm. Des Voeux) was persuaded to grant permission to erect a vaccine institute in Hongkong, that fresh vaccine could be supplied on a wider scale in the Far East.

Medical knowledge to the Chinese was for a considerable time given by every British medical man in China, inasmuch as they always had one, two or three "students" attached to their practice who, trained by their master, acquired a certain amount of clinical knowledge and the rudiments of anatomy and physiology, minor surgery, &c., and they at times became extraordinarily well skilled in several branches of surgery, acting as assistants at operations and as dressers and even as clinical clerks.

Sir Patrick Manson in Formosa and Amoy, Dr. Kerr at Canton, and several others gave instruction to classes of learners, but it was not until Dr. Kenneth MacKenzie, of the London Missionary Society, in Tientsin, in 1881 unfolded his scheme for more systematic instruction to the great Viceroy, Li Hung-Chang, that a medical college was actually established. It was again the London Missionary Society that was approached when the scheme for the establishment of a medical college in Hongkong was prepared (by Sir James Cantlie) in 1887; the Society welcomed and supported the idea warmly, and gave the use of their premises, the Alice Memorial Hospital in Hongkong, in which to hold classes and teach their students. Hongkong was favourably situated for the purpose, for here resided a number of local practitioners, of medical men of the Civil Government, of the Army and of the Navy, in all some forty British qualified medical men, willing to take up the work of teachers and examiners. The Government botanist, Mr. C. Ford, and his assistant superintended the teaching of botany; the Government chemist taught chemistry; Dr. Ho-Kai (after Sir Kai-Ho-Kai), a student in medicine and a barrister-at-law, taught forensic medicine and larger subjects. This was in 1887. Dr. Patrick Manson taught medicine; Dr. Wm. Hartigan, gynaecology; Dr. Paul Jordan, pathology; and Mr. (now Sir) James Cantlie, anatomy and surgery. Soon Dr. J.G. Thomson, of the London Missionary Society, joined the staff of teachers, and chiefly through his enthusiasm and capability as a teacher, demonstrator, tutor, and his wisdom as an administrator, was the routine and high standard of discipline of the College maintained and advanced. As pioneers (during the long period of twenty years whilst the College was maintained) necessarily dropped off other willing teachers came forward, and through their example and good work at last the British residents, especially J. D. Scott, Esq., and

H. Mody, Esq., came forward, and by their public spirit founded and built the University of Hongkong. Although a secular college, the Hongkong University owes its establishment to the welcome and accommodation given to the original College of Medicine in the buildings of the London Missionary Society. Recently, and chiefly through the munificence of the Americans, especially through the Rockefeller Fund, a great university has been begun, equipped and founded in the North of China, at Tsinan, in the Shantung Province.

In the case of Shantung the matter is quite opposite to that of Hongkong in its beginnings. In Hongkong the teachers of the College worked well-nigh twenty years without remuneration of any sort. When the University was founded the funds were raised locally from British, Indian and Chinese merchants, with some help from the local government. In Shantung that great benevolent fund—the Rockefeller—came to the assistance of Shantung, and found thereby a sum sufficient to endow and provide for (to a great extent) a large staff in the neighbourhood of some two dozen. Locally amongst the missionary population but few could be spared from their local Christian teaching in far apart churches, meeting houses, &c., so that if missionaries were apportioned to permanent work in the University others would have to be sent out to supply their places throughout the length and breadth of the country. All the more credit to the American philanthropists who contribute to the Shantung University, for if the missionaries are not so used, then still more are they to be admired for importing at so great an expense fresh teachers from abroad.

To the world outside China the development of the Shantung University was like bringing a foreign plant to a strange shore, an attempt to develop a new doctrine in unprepared surroundings. Yet it has been accomplished with success and the infant creation is already a prodigy. China has assimilated science as she has from time immemorial assimilated and incorporated within her ample proportions many peoples and many tribes. That it will thrive is undoubted, and the energy, the money and diligence of its promotion by Britain and America have been successfully planted and will bear "sweet and refreshing fruit."

In the Shantung University at Tsinan a further new development has taken place, and is none other than that the Chinese

language has been adopted as the medium by which scientific medicine is to be taught. At once it is suggested that China has no scientific terms in its terminology, and that the language of the West must be incorporated with the ancient language of a purely commercial and agricultural people. Was it different in Europe? Rome adopted and incorporated the scientific language of the Greeks, and Roman languages were adopted as the basis of the nomenclature of science in all countries of Europe and America. The anatomical, physiological, clinical and pathological terms now in use in Northern and Western Europe were foreign to these countries, but they have become incorporated and adopted as the medium of communication everywhere. In China in the course of time the same thing will happen. The Japanese have done so without difficulty, and in China the mental powers of the Chinaman, with his superlative brain—the largest of any race—will surmount the apparent difficulty with ease. In Hongkong, the southern university, the teaching is in English; in Shantung, the northern university, the teaching is Chinese. To which will the Chinese drift for their education? It would naturally seem as though the flow would go northwards, but the languages in the north and south are different. It is Mandarin in the north and Cantonese in the south, and the two are as different as English from French, so that the student from the South of China, were he to go north, would have to learn what for him is a foreign language, just as much as English is a foreign language to the Cantonese. It is a question which he will take to. A factor in favour of the southerner going north is that the written language of both is the same; it is but the spoken languages that are different. The Cantonese are the commercial race of China, and English opens the door not only to the whole of the markets of the world, but also allows of a world free channel of inter-communication in science with the English-speaking races, an enormous beneficial factor not only to the Chinese but also to the rest of the world. For that the Chinese by their ability will play an important and useful part in medicine and other sciences is undoubted; thereby advancing the world's knowledge by adding to its armamentarium a people capable of illimitable development in whatever work they may devote their talents to.

Between Ourselves

By Robt. MacWhirter.

How did you act? Or how are you going to act? When? At the great moment of your life. English folk call it the proposal. Novelists work up to it and think it the climax when, if the truth were often told, anti-climax would be nearer the mark. Writers for the pictures term it the fade-out and it's just after that that ye make a grab for your hat and wish ye had kept your dollar to buy ice-cream wi'.

I was reading about Capt. Evans—our Capt. Evans I mean—in the Home papers just the other day. Ye see the cables had got busy just after the Hong Moh disaster and it being a somewhat dull season in between strikes, the newspapers wrote him up to beat the band. No' that he didna' deserve it, mind ye, but some of you screaming journals fairly overdo it when they start. Talk about making straw without bricks. And talking about bricks, by the Hokey Fly, give some of yon newspapers the mere shadow of one to play wi' overnight and ye get an Eiffel Tower served up to breakfast next morning. No' content wi' telling folks a straight simple story about the wreck and the part he was supposed to play, some of them needs must break out into special articles and go into his history from the time his grandmother first took to wearing glasses and elastic-sided boots.

But what I was going to say was this. Half way through one of the screeds, right in the middle of having Evans fall into Antarctic crevasses and eating dog harness as a change of diet, the writer so far forgets himself as to tell us the way he set about proposing marriage to his wife. This is the bit:—

He met her in Christiania, the acknowledged beauty of her social circle.

"I mean to marry a man of action," she said.

"Why don't you?" he asked.

"No one has asked."

"Righto," said Evans, and they married.

What d'ye know about that? I'll say it's a bit too swift for me. Janet says that sort of thing should be made actionable. I didna' quite grasp whether she meant the bit in the paper or the proposal itself. What's more to the point, though, Janet says she doesna' believe one word of it. And she ought to know for she's gone through a long and special course of reading on subjects of the kind. Let me give you a simple proposal from her latest in heart throbs—"The Malefactor" by E. Phillips Oppenheim:

"I am too old for you, dear,"

he said presently, as they wandered about the garden, "much too old."

"Age," she answered softly,

"what is that? What have we to do with the years that are past?"

It is the years to come only which we must consider, and to think of them makes me almost tremble with happiness. You are much too rich and too wonderful a personage for a homeless orphan like me,"

but," she added, tucking her arm through his with a contented little sigh, "I have you, and I shall not let you go!"

I don't doubt but that the truth's to be found somewhere between the two but I suppose a lot depends on the sex and age of the reader. What's your idea?



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"THE TIGER."

A Character-Sketch of Clemenceau.

A vivid character sketch of M. Clemenceau, by Mr. Lansing, U.S. Secretary of State, at the time of the Peace Conference in Paris, appears in the *Times*.

Once in the saddle (writes Mr. Lansing), Clemenceau, contrary to the public estimate of his nature, did not ride roughshod over his colleagues. As the presiding officer of the Council of Ten, his conduct was urbane and considerate, although I cannot say the same of him when he presided over the Conference on the preliminaries of peace, a position which he assumed with the same assurance with which he had assumed the presidency of the Council.

In dealing with the great body of delegates, which met usually in the Salle de l'Horloge of the Palace of the Ministry of Foreign Affairs, he lived up to his reputation. He was, in fact, utterly ruthless in pressing through the programme agreed upon by the Council of Ten. He swept aside objections and suppressed interruptions with little regard for the speakers who dared to challenge his will.

Free debate and actual voting by the delegates had no place in the proceedings with M. Clemenceau in the chair. There was an occasional attempt at discussion, but the Clemenceau method discouraged it.

After listening with a tolerant manner and with his half-closed eyes turned toward the ceiling, the old French autocrat would slowly rise from his chair, glare freely about the room as if to say, "We have had enough of this," and ask whether anyone else desired to speak; and then before another delegate could collect his wits and get to his feet he would snap out the inevitable "Adopte."

That always ended it.

As a master of the fine art of flattery none could equal the French Premier. It was interesting to see how accurately he estimated the personal peculiarities of his colleagues and how tactfully he regulated his intercourse according.

With President Wilson he was, at least in the Council of Ten, politely deferential but never subservient; with Mr. Lloyd George he showed his wit and sometimes his sarcasm; with the Italians he was cynical and caustic and not infrequently vehement; and with the Japanese indifferent or patiently tolerant. He had read with remarkable keenness the temperaments and the characteristics of each, and seemed to understand the best way to deal with each one.

The personality of M. Clemenceau was distinctively attractive. His genial friendliness, his mental alertness, and his sparkling wit made him always an agreeable companion and an interesting conversationalist.

It is true that his wit was sometimes biting and cruel. He did not check his fondness for uttering clever sayings because they conveyed unpleasant truths or wounded the sensibilities of those at whom they were directed. But he was always careful to avoid offending one whose power he recognised or whose favour he sought.

President Wilson, for example, was never in his presence a target for his sarcastic remarks, while his own officials and military advisers, even Marshal Foch, were often the subjects of jests and rebukes which, delivered before the Council, caused them exceeding mortification, and invited in some cases angry retorts.

He was at times so harsh and sarcastic in his language that his listeners felt incensed that he took an occasion when they were present to humiliate his subordinates.

He watched calmly and with little comment the formulation of the League by the Commission on the League of Nations over which President Wilson presided, but I imagine that he did so with a scornful cynicism for the work of those who, he doubtless thought, were wasting their time on a dream.

Had the authors of the Covenant attempted, however, to modify his purposes, there can be little doubt that there would have been an explosion, and the covenant would have had a difficult road to travel before it was accepted.

ALLEGED LOOTING IN IRELAND.

Why General Crozier Resigned.

Brigadier-General Crozier's letter resigning his post as Commandant of the Auxiliary Cadets in Ireland, and the letter to him from General H. H. Tudor, Police Adviser to the Chief Secretary, which led to the resignation, make notable reading.

What led to the incident was the dismissal of 26 auxiliary cadets in connection with charges of looting on February 9.

On that date, it seems, a party of 31 auxiliaries was ordered to carry out a raid for arms at a farm belonging to a man named Charles, of Robinstown, near Trim.

It is alleged that the men who carried out the raid were guilty of looting, taking away money and whisky, wine, fowls, pictures, and other property. The wine and the fowls, it is said, were consumed in the mess.

Five members of the company are said to have given information, in consequence of which General Crozier held an investigation and heard considerable evidence.

Five of the alleged ringleaders were placed under arrest, and the other twenty-six were dismissed subject to the approval of the police adviser to the Chief Secretary, General Tudor.

Threats are alleged to have been made against the informers.

DISMISSED CADETS RECALLED.

General Tudor, according to Sir Hamar Greenwood, sent instructions to suspend action against the twenty-six cadets until he returned to Dublin. This letter took twenty-four hours to reach the Commandant of the Auxiliary Division, with the result that the men were sent to England.

On arrival in England they protested to the Chief of Police at the Irish Office that they had been dismissed without trial.

On his return to Dublin, General Tudor directed that the dismissed cadets should be recalled without prejudice to any future disciplinary action if found guilty. He at once instituted a Court of inquiry into the whole of the circumstances, which is now proceeding.

The cadets have not been allowed to return to their own unit, and there is no question, under any circumstances, of allowing them to do so. They are now awaiting the finding of the Court.

The adjutant resigned with General Crozier.

LETTERS BETWEEN THE OFFICERS.

General Tudor wrote to General Crozier on February 14—I think it will be best for you to keep these thirty T.C. suspended until I come back. I want to discuss it with the Chief Secretary. He sets all the bother. My main point is that it is an unfortunate time to do anything that looks panicky. I think also these T.C.'s will have a distinct grievance if the platoon commanders and section leaders are acquitted.

Tell these thirty they are suspended pending my return, or, if you prefer it, keep them on by not completing their accounts till I come back.

General Crozier answered—The more I think over the matter the more I am of opinion that your attitude in the "Trim incident" has made my position impossible in the Division, as I am all out to have discipline unquestionable. I therefore propose to resign at the expiration of my leave. I still consider that theft on the part of policemen in the course of their duties is unpardonable, and I cannot associate myself with a force in which such acts are condoned.

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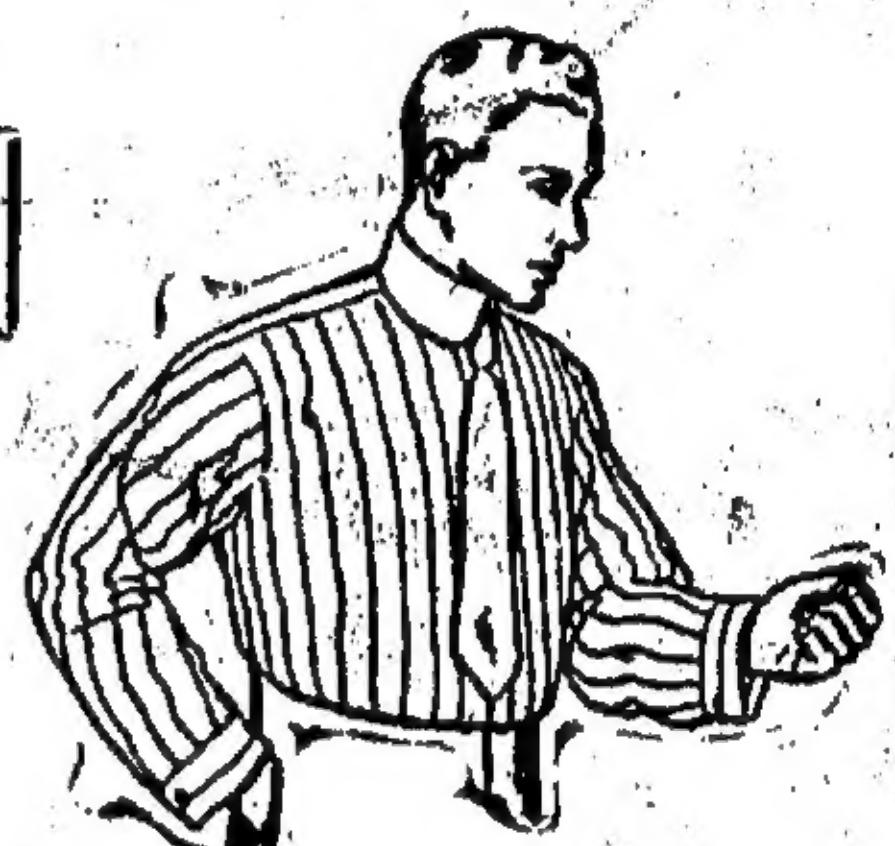
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WHEN YOU THINK OF
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MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE
STARS, ECO NOODLES &c.

RING UP 2230.

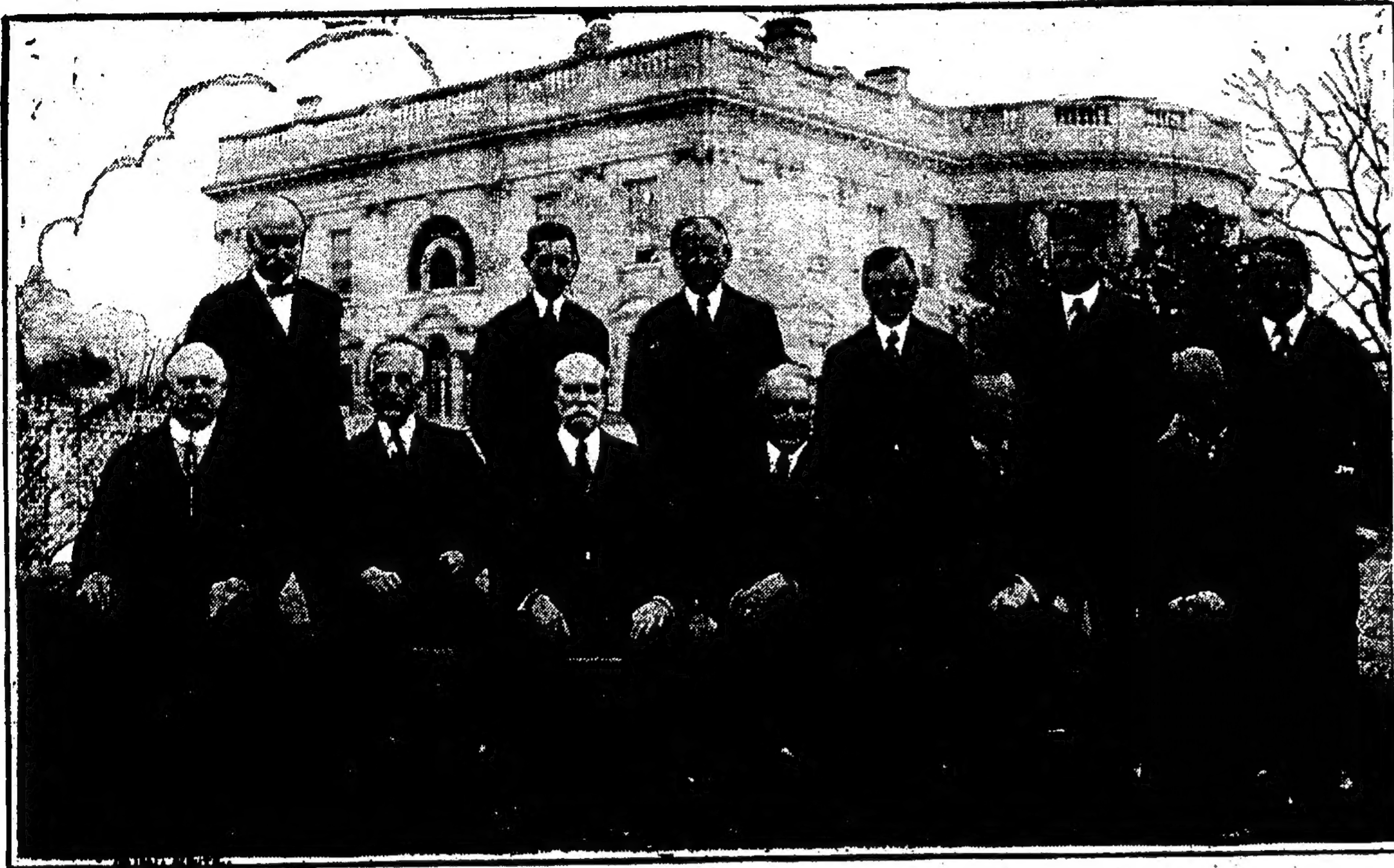
FRENCH LESSONS.

G. MOUSSON

15, Morrison Hill Road.



CAMERA NEWS



This is the first photograph of President Harding with his Cabinet. Seated (left to right), Secretary Weeks, Secretary Mellon, Secretary Hughes, President Harding, Vice President Coolidge, and Secretary Denby. Standing (left to right), Secretaries Fall, Hays, Daugherty, Wallace, Hoover and Davis.



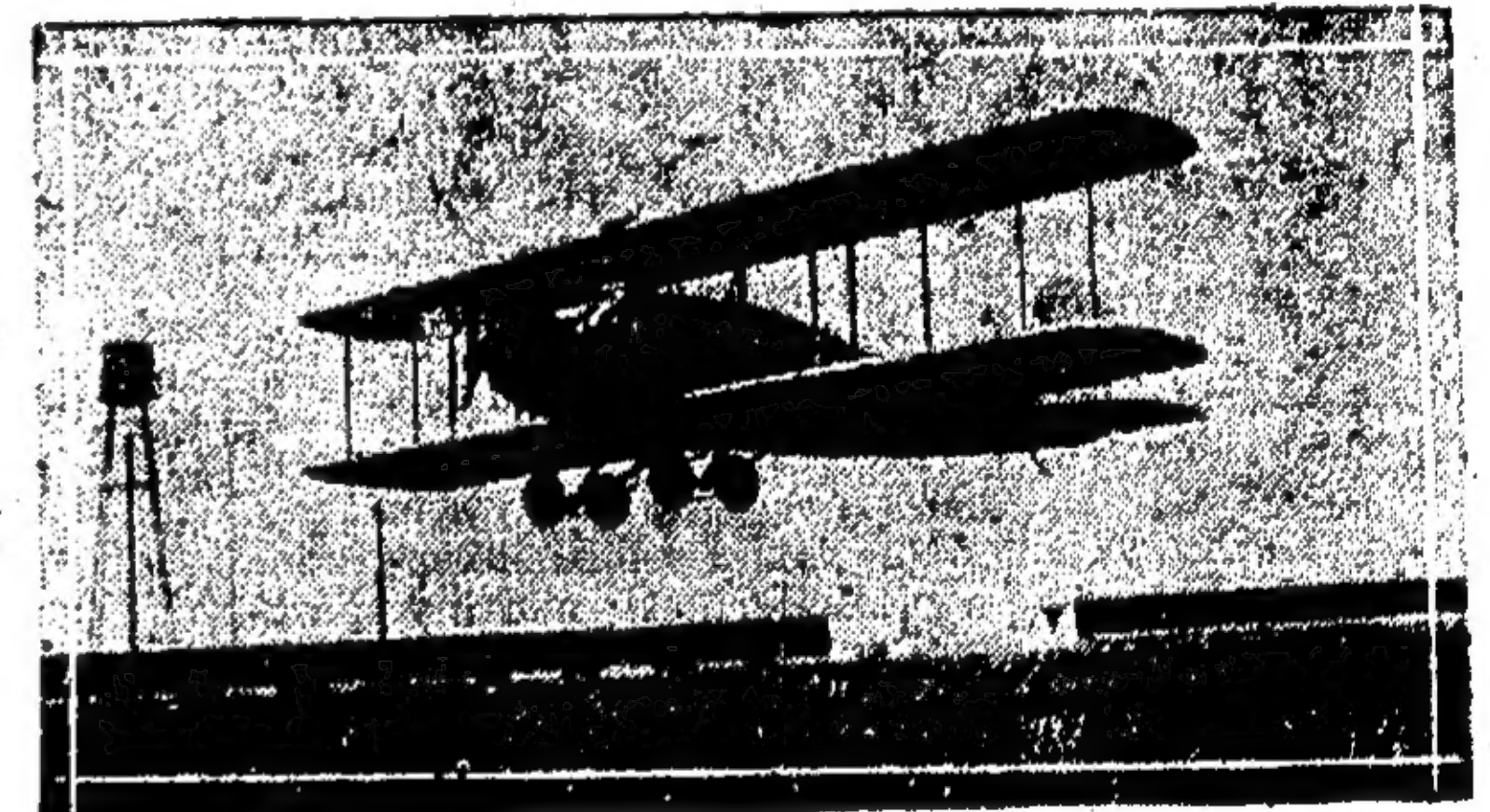
A snapshot of Mme. Ronce Chemet, the noted French violinist.



Sir Jagadis Chandra Bose, who has recently startled the world with the statements that plants have feeling, and live and die just like animals or human beings. He is Professor Emeritus of the Presidency College in Calcutta.



Mile. Kaschouba and M. Michailovsky are shown in a dance from the Russian ballet now playing in Paris.



This Curtiss eagle airplane carries 10 passengers and has a 12 cylinder Liberty motor of 400 horse power.

DOINGS OF THE DUFFS

Danny Advertises His Hair Cut

BY ALLMAN



NOTICE.

AMERICAN EXPRESS COMPANY.

America 1841 Established Europe 1891.

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WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

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GLASGOW GOTHENBURG HAMBURG HAVANA HAVRE KOBLE LIVERPOOL LONDON LUCERNE MANCHESTER MANILA MARSEILLES MONTVIDEO MONTREAL NAPLES

NICE OSTEND PARIS PETROGRAD RIO DE JANEIRO ROTTERDAM ROME SOUTHAMPTON SHANGHAI STOCKHOLM TORONTO VALPARAISO WINNIPEG YOKOHAMA

In Process of Organization.

ALEXANDRIA PEKING TIENSIN BOMBAY SINGAPORE WARSAW CALOUTTA

SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.

Advice on Packing, Shipping Routes, Foreign Customs Requirements.

Credit Information, Market and Trade Reports.

Financing of Imports and Exports.

Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER,
Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

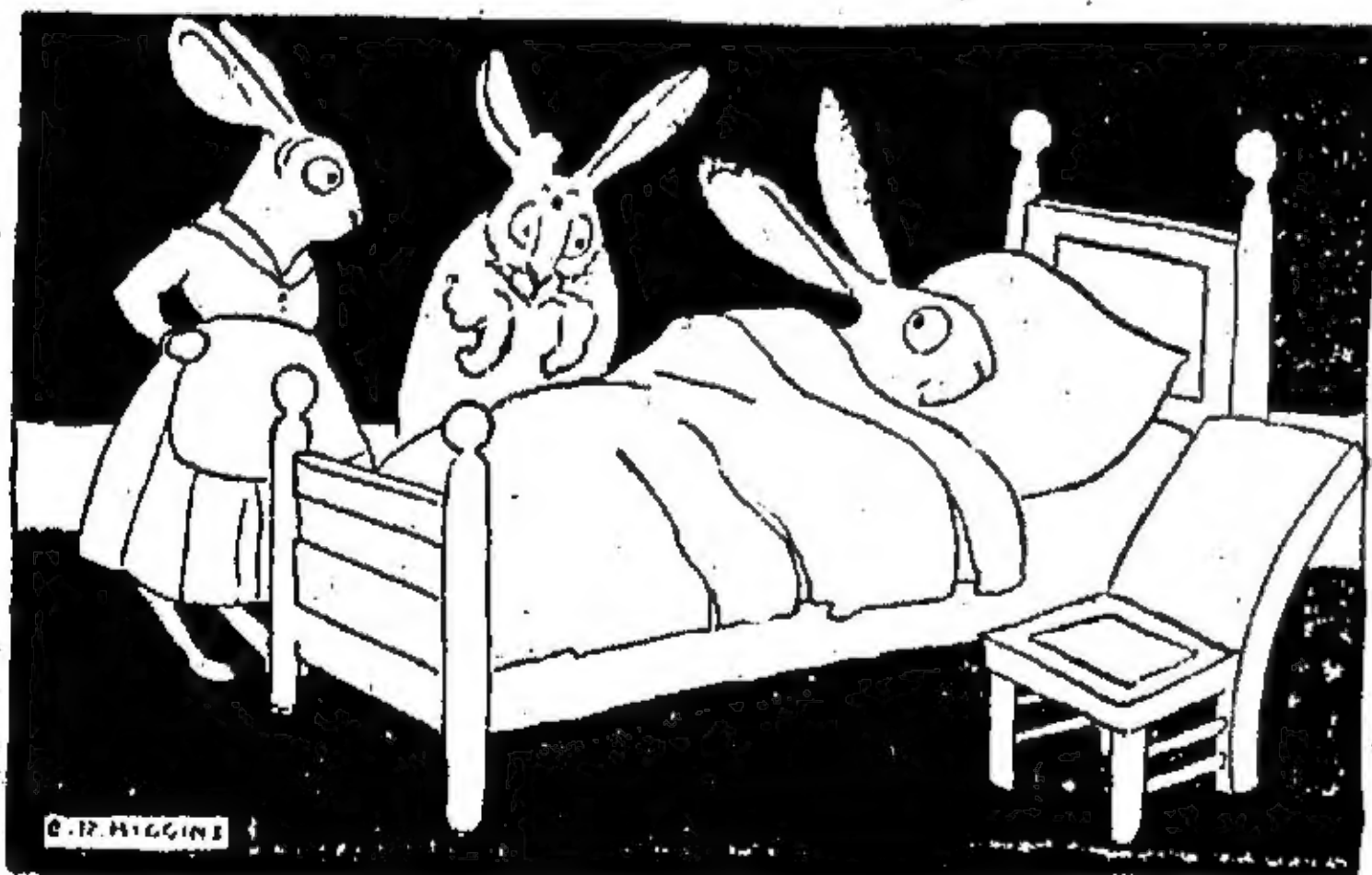
DISINCLINATION.

Another pupil who didn't show up in Meadow Grove School after the Autumn picnic near Lily Pond was Cutie Cottontail.

But Cutie was different from Chip Chippmunk, who had played truant because he wished to visit the buckwheat field. His mother and daddy knew where he was. He was in bed.

At first Mrs. Cottontail thought it was carotonia or cabbagitis, because Cutie had stopped at Farmer Smith's sassa-patch on his way home from the picnic, and he had eaten a lot of things on top of the pie and cake and beet ice cream he had had for lunch. So she had called up her cousin, Mrs. Bunny, and asked what to do about it.

Mrs. Bunny advised her to put a wild mustard poultice over the pain, but when Mrs. Cottontail told her that the pain never seemed to stay two minutes in the same place, being in one ear, then the other, then his paws, or somewhere else, Cousin Bunny shrieked in



Cutie's mother and daddy knew where he was. He was in bed.

dismay. "Then send for Dr. Mink at once. He may have the measles again."

"Again!" Mrs. Cottontail disclaimed. "He never had them at all! Those were inkspots he got on in school, and I had to soak him in sour milk for a week."

But just the same, she did send for Dr. Mink and that gentleman came carrying a caseful of bottles that would have put a drug store to shame.

He felt Cutie's pulse and looked at his tongue and stuck a big thermometer into his mouth. Mr. and Mrs. Cottontail stood by anxiously waiting to hear what he had to say.

Finally he took out the thermometer and looked at it through his specks—then he looked over his specks at Cutie.

"This young gentleman has a very severe case of disinclination," he announced, "and we must proceed to cure him at once."

(To be continued to-morrow.)

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

| Vessel | Agents | From | Mooring |
|-------------|---------------|------------|-----------------|
| Saigon Maru | O. S. K. | Moji | Kowloon Wharf. |
| Sekko Maru | O. S. K. | Singapore | O. S. K. Wharf. |
| Gleniffer | J. M. and Co. | Singapore | Kowloon Wharf. |
| Chien Maru | V. K. K. | Singapore | C 41. |
| Caddispeak | Pacific Mail | Shanghai | C 41. |
| Suiyang | R. and S. | Shanghai | C 41. |
| Tientsin | R. and S. | Canton | C 41. |
| Kwaiyang | J. M. and Co. | Canton | Kowloon Dock. |
| Doracourt | Kay Yu | Hoihow | Holt's Wharf. |
| Demodocus | R. and S. | Liverpool | A 2. |
| Devanhu | P. and O. | Portsmouth | |

| Vessel | Agents | Where Bound | Departure |
|--------------|---------------|--------------|-------------|
| Arizona Maru | O. S. K. | Shanghai | 21st April. |
| Taishin Maru | Dodwell | Chingwangtao | |
| Formosa Maru | O. S. K. | Singapore | |
| Venezuela | Pacific Mail | Shanghai | |
| Torilla | P. and O. | Singapore | |
| Sunning | J. M. and Co. | Shanghai | |
| Gleniffer | J. M. and Co. | Canton | |
| Nile | China Mail | Shanghai | |

| Vessel | Agents | Destination | Sailing Date |
|----------------|---------------|----------------------|--------------|
| Nile | C. M. Co. | S. Francisco | 21st April |
| Samung | P. and O. | Shanghai | 21st |
| Kanowna | P. and O. | Australia | 21st |
| Hwah Ping | C. M. and S. | London | 22nd |
| Carnarvonshire | J. M. and Co. | London | 22nd |
| Yuenan | J. M. and Co. | London | 22nd |
| Hailong | D. L. Co. | Foochow | 22nd |
| Wuhu | J. M. and Co. | Shanghai | 22nd |
| Kunyang | B. & S. | Shanghai | 22nd |
| Kaifong | J. M. Co. | Calcutta | 23rd |
| Kwaiyang | N. Y. K. | Bombay | 23rd |
| Wakusa M. | B. & S. | Shanghai | 23rd |
| Hoihow | D. & Co. | Brindisi | 23rd |
| Friete | J. M. Co. | Shanghai | 24th |
| Suiyang | J. M. Co. | Shanghai | 24th |
| Huangyang | J. M. Co. | Tientsin | 24th |
| Chingping | B. & S. | Singapore | 24th |
| Chinhua | B. & S. | Hilo | 25th |
| Taming | B. & S. | Los Angeles & Frisco | 25th |
| West Jena | B. & S. | London | 25th |
| Elpenor | B. & S. | London | 25th |
| Awa M. | Admiral Line | Portland | 26th |
| Montague | J. M. Co. | Swatow | 26th |
| Kwongong | S. & D. | Seattle & Vancouver | 26th |
| West Jessup | B. & S. | Peking | 26th |
| Szechuen | B. & S. | Tientsin | 26th |
| Kirichow | J. M. Co. | London | 26th |
| Devanhu | J. M. Co. | Swatow | 26th |
| Tungshing | D. L. Co. | Foochow | 26th |
| Hailong | B. & S. | Bangkok | 26th |
| Chengtu | P. and O. | Japan | 27th |
| Japan | N. Y. K. | Japan | 27th |
| Malacca Maru | J. M. Co. | Sandakan | 27th |
| Hsiangung | J. M. Co. | Haiphong | 27th |
| Takung | J. M. Co. | Haiphong | 27th |

| Vessel | Agents | From | Due Hongkong |
|--------------|----------------|-----------|--------------|
| Wakusa M. | N. Y. K. | Kobe | 22nd April |
| Bohndor | Gibb, L. & Co. | Europe | 23rd |
| Awa M. | N. Y. K. | Singapore | 24th |
| Malacca M. | N. Y. K. | Calcutta | 26th |
| Imba Maru | N. Y. K. | Kobe | 28th |
| Wanatchee | B. & S. | Suez | 1st May |
| Geoghe | Ad. Line | Seattle | 1st |
| Bowen Castle | Barber Line | New York | 9th |
| Shidzuoka M. | N. Y. K. | London | 12th |
| Kaga Maru | N. Y. K. | London | 25th |

| Vessel | Agents | Goods Stored | Free Storage Expires | Claims to be in by | Examination Date |
|-----------------|-------------|--------------|----------------------|--------------------|------------------|
| Melville Dollar | R. D. Co. | Kowloon | April 23 | May 16 | April 18 |
| Kaengsa | Bank Line | Kowloon | April 25 | May 2 | Tues. & Fri. |
| Mulpa | Ad. Line | Hon. Shan | April 25 | May 18 | April 22 |
| Burma Maru | O. S. K. | Kowloon | April 25 | May 29 | Wed. & Sat. |
| Gleniffer | J. M. & Co. | Kowloon | April 27 | May 20 | April 27 |
| Demodocus | B. & S. | Holt's | April 26 | May 11 | Tues. & Fri. |

Telegraphic Communication with Gap Rock Lighthouse is interrupted. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| From | Per | Due |
|---|--------------|------------|
| Shanghai | Szechuen | 22nd April |
| Japan | Wakasa Maru | 22nd |
| Europe via Suez (Letters & Newspapers only London 24th March) | Bender | 23rd |
| Straits | Awa Maru | 24th |
| Australia & Manila | Chinghai | 25th |
| Calcutta & Straits | Malacca Maru | 25th |

| For | Per | Date |
|--------------------------------|------------|-----------------------|
| *Straits & Bangkok | Wing Shing | Fri. 22 inst. 3 p.m. |
| *Swatow, Amoy & Takao | Soshu Maru | Fri. 22 inst. 9 a.m. |
| Ford Bayard, Hoihow & Haiphong | Hanoi | Fri. 22 inst. 9 a.m. |
| Philippine Islands | Yuen Sang | Fri. 22 inst. 2 p.m. |
| Swatow, Amoy & Fuchow | Hailong | Fri. 22 inst. 11 a.m. |

| For | Per | Date |
|--------------------------------|------------|-----------------------|
| *Straits & Bangkok | Wing Shing | Fri. 22 inst. 3 p.m. |
| *Swatow, Amoy & Takao | Soshu Maru | Fri. 22 inst. 9 a.m. |
| Ford Bayard, Hoihow & Haiphong | Hanoi | Fri. 22 inst. 9 a.m. |
| Philippine Islands | Yuen Sang | Fri. 22 inst. 2 p.m. |
| Swatow, Amoy & Fuchow | Hailong | Fri. 22 inst. 11 a.m. |

| For | Per | Date |
|--------------------------------|------------|-----------------------|
| *Straits & Bangkok | Wing Shing | Fri. 22 inst. 3 p.m. |
| *Swatow, Amoy & Takao | Soshu Maru | Fri. 22 inst. 9 a.m. |
| Ford Bayard, Hoihow & Haiphong | Hanoi | Fri. 22 inst. 9 a.m. |
| Philippine Islands | Yuen Sang | Fri. 22 inst. 2 p.m. |
| Swatow, Amoy & Fuchow | Hailong | Fri. 22 inst. 11 a.m. |

Golden State ... Mon. 25 inst. Registration 9.45 a.m. Letters 10.30 a.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)CAPITAL ... U.S. \$4,000,000.
SURPLUS & UNDIVIDED PROFITS: ... U.S. \$1,489,000.HEAD OFFICE: NEW YORK, U.S.A.
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN.

All descriptions of banking business transacted. Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs. American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.

D. M. BIGGAR,

Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$60,000,000.00
Paid up Capital, 12,279,800.00
Reserve Funds, 7,796,023.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central

Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYER PEI

Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL:—\$2,000,000.00

RESERVE FUND:—\$500,000.00

DIRECTORS:—

Mr. Pong Wai Tung, Chairman.

Mr. Chow Shou San, Mr. Ken Ying Po.

Mr. Li Koon Chan, Mr. Mok Ching Kong.

Mr. Pong Ping Chan, Mr. Wong Yun Tong.

Mr. P. K. Kwok, Mr. Chan Ching Shik.

Mr. Ng Chang Luk, Mr. Kan Chiu Nam.

Chief Manager, Mr. Ken Tung Po.

Asst. Manager, Mr. Li Tso Fong.

BRANCHES & AGENCIES:—

LONDON, NEW YORK, SHANGHAI, HONGKONG, KOWLOON, PEKING, TIENTSIN, MANILA, SINGAPORE, BATAVIA, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

KAN TONG PO,

Chief Manager.

Hongkong, October 1st 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5% respectively.

J. USING LY,

Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office:—

Alexander Building, 41, Queen's Road, Central.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts and Fixed Deposits interest at rates which may be ascertained on application.

Savings Bank also maintains a Savings Department.

K. O. LAU, Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital ... \$5,000,000

Reserve Funds:—

Sterling ... 12,500,000

Silver ... \$1,500,000

Reverse Liability of Proprietors \$10,000,000

COURT OF DIRECTORS:—

G. T. M. Edkins, Esq., Chairman.

O. M. Dorell, Esq., Deputy Chairman.

D. C. M. Barnard, Esq., J. A. O. Lang, Esq.

A. S. Gubbay, Esq., Hon. Mr. S. V. D. Parr

Hon. Mr. P. H. Holsby, W. L. Patterson, Esq.

T. A. Plummer, Esq., J. H. Compton, Esq.

Chief Manager:—

Hon. Mr. A. G. STEPHEN

Manager Hongkong, A. H. Barlow, Esq.

Acting Manager Shanghai, G. M. Hill, Esq.

LONDON BANKERS:—

LONDON COUNTY WESTMINSTER & PARK BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum monthly balances at 3% per annum. For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,

Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1857.

PAID-UP CAPITAL:—\$3,000,000

RESERVE FUND:—\$2,000,000

PROFIT AND LOSS:—\$500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,

Acting Manager.

Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4% per annum.

LOOK POON SHAN,

Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

Established 1880.

Capital (fully paid up) ... ¥100,000,000

Reserve Fund ... ¥5,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at:—

Batavia, Bombay, Calcutta, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

The Bank of England.

The London Joint City and Midland Bank, Ltd.

Branches:—

Bombay, Calcutta, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Kyoto, Fukuoka, Nagasaki, Yokohama, Kobe, Osaka, Kyoto, Fukuoka, Nagasaki.

INDIA:—Bombay, Calcutta, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|--------------------------|
| DEVENHA | 8,000 | 27th Apr. | London & Antwerp. |
| SUDAN | 7,000 | 29th Apr. | M'les, London & Antwerp. |
| DILWARA | 5,378 | 9th May | S'poré, Colombo & B'bay. |
| NAGOYA | 7,000 | 13th May | M'les, London & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|---------|-------|----------------|---|
| TORILLA | 5,200 | 20 Apr. 1 p.m. | Calcutta via Singapore, Penang & Rangoon. |
|---------|-------|----------------|---|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------|-------|----------|---|
| KANOWNA | 7,000 | 6th May | Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and S. day. |
| ST. ALBANS | 5,000 | 25th May | |

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------|-------|----------------|-------------------|
| KANOWNA | 7,000 | 21 Apr. 5 p.m. | Moji & Kobe. |
| JAPAN | 6,000 | 27th Apr. | Shanghai & Japan. |

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Par. via Messing not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vieux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU ... Friday, 29th April, at 11 a.m.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

AMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 29th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Saturday, 23rd April.

HAIRATA MARU ... Tuesday, 3rd May.

CALCUTTA & RANGOON via Singapore & Penang.

TOSA MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 25th April.

LIMA MARU ... Tuesday, 27th April.

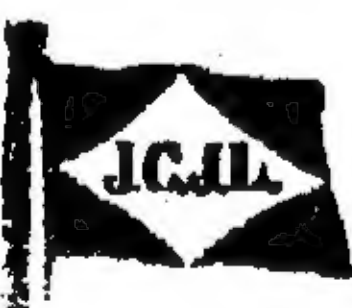
MALACCA MARU ... Wednesday, 28th April.

ATSUTA MARU ... Thursday, 28th April, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | For |
|------------|-------------|----------------------|------------------------|----------|
| Tjisalak | Java | in port | 30th Apr. | Java |
| Tjiuwong | Java | 28th Apr. | 3rd May | Shanghai |
| Tjikini | Java | 8th May | 11th May | Shanghai |
| Tjileboet | Java | 8th May | 12th May | Japan |
| Tjisondari | San F'cisco | 8th May | 12th May | Japan |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|---------|------|----------------------|------------------------|--------------|
| B'li | Java | in port | 20th Apr. | San F'cisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to
FOR NEW YORK and or BOSTON.

S.S. "BOWES CASTLE"

Sailing on or about 15th May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 15th May.

FOR SHANGHAI & JAPAN.

Passengers Luggage can be insured at the office of the Agents

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|----------|----------------------------------|--------------------------------|
| CHANGSHA | 25th April. | 29th April, at 4 p.m. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM & CONTINENT.

| Steamer. | Sailing. |
|---|--------------------|
| LONDON, AMSTERDAM, ROTTERDAM & HAMBURG. | "KASENGA" 5th May. |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co, Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel. | Due Hongkong. |
|------------|---------------|
| "GLENOGLE" | 15th May. |

HOMEWARDS.

| Vessel. | Leaves Hongkong. | Discharges. |
|------------------|------------------|------------------------|
| "CARNARVONSHIRE" | 22nd Apr. | GENOA, LONDON & R'DAM. |
| "GLENIFFER" | about 28th May. | GENOA, LONDON & R'DAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD

Telephone No. 215, sub-ex. 23 and 3696.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 22nd April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|-------------------------|-----------|------------------------------|
| MOJI & Kobe via S'hai | Kumsang | Fri., 22nd Apr. at d'light. |
| MANILA | Yuensang | Fri., 22nd Apr. at 3 p.m. |
| STRAITS & Calcutta | Kwaisang | Sat., 23rd Apr. at 3 p.m. |
| T'SIN via W'wei & C'foo | Chipsang | Sun., 24th Apr. at d'light. |
| SHANGHAI via Swatow | Hongsang | Sun., 24th Apr. at d'light. |
| BANGKOK via Swatow | Kwongsang | Tues., 26th Apr. at d'light. |
| S'hai & T'au via S'tow | Tungshing | Tues., 26th Apr. at d'light. |
| HAIPHONG via Hoihow | Taksang | Wed., 27th Apr. at 10 a.m. |
| SANDAKAN | Hinsang | Wed., 27th Apr. at noon. |
| SHANGHAI | Hopsang | Fri., 29th Apr. at d'light. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNED LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about Saturday, 23rd Apr., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|--------------------------------|----------|-----------------------|
| SWATOW & SHANGHAI | Wuh | 22nd Apr. at d'light. |
| H'HOW, PHOI & H'PHONG | Kailong | 23rd Apr. at 10 a.m. |
| SHANGHAI | Holhow | 23rd Apr. at noon. |
| SHANGHAI & T'SINGTAO | Sulyang | 24th Apr. at d'light. |
| AMOY, M'LA, CEBU & ILO Ilo | Taming | 25th Apr. at 4 p.m. |
| AMOY, S'hai & PUKOW | Szechuen | 26th Apr. at noon. |
| W'WEI, CHEFOO & T'SIN Kueichow | | 26th Apr. at 4 p.m. |
| W'WEI, CHEFOO & T'SIN Huichow | | 28th Apr. at 4 p.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong April, 21, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

| Steamships. | Captain. | Leaving. |
|-------------|----------------|---------------------------|
| Hailong | W. Couper | TUES. 26th Apr. at 3 p.m. |
| Haihong | W. C. Passmore | WED., 27th Apr. at noon. |
| Haijing | A. H. Stewart | FRI., 29th Apr. at noon. |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES BETWEEN JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" sailing on or about 30th April.

FOR JAPAN.

Ports of call:—Moj, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 25th April.

S.S. "Borneo Maru" sailing on or about 8th May.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

IN MEMORY OF CAPTAIN FRYATT
Of the £3,100 realised by the sale of the steamer Brussels £1,000 will go to the Liffesfield Convalescent Home for the endowment of a "Captain Fryatt" bed, and £2,100 towards the proposed Cottage Hospital and Fryatt Memorial at Dovercourt. REDUCTION OF U. S. SEAMEN'S PAY.

Tentative approval has been given by the Shipping Board for the reduction of wages of seamen employed on American vessels on the Atlantic and Gulf Coast, following upon a conference between Admiral Benson and representatives of the American Steamship Owners' Association.

POTENTIALITIES OF MANILA.

Manila is making remarkable strides as a port and its influence in the Far East is likely to be much greater still unless the U.S.A. persists in its suicidal proposal to regard the Philippines as part of the coast of America, says the *British Export Gazette*. The Philippines, as a matter of fact, have enormous potentialities, and their resources have so far been little more than scratched.

ACTIVITY AT BELFAST.

From Belfast it is reported that work continues satisfactorily and actually the number of men employed in the shipbuilding industry at that port is 32,000, which is considerably in excess of the number employed three months ago. During January two vessels of 7,750 tons gross each were launched by Messrs. Workman Clark & Co. who also had a large vessel ready to take the water in February. Messrs. Harland & Wolff do not anticipate launching anything immediately but they have no less than 120,000 tons of shipping at their fitting out berths, these being new vessels completing and three liners reconditioning.

ORDERS FOR JAPANESE NAVY.

At the moment there are no fewer than eight capital ships of the largest dimensions under construction in Japan, while eight further ships of an even larger type have been authorized under the new Navy Act, states *Shipping and Engineer* (Shanghai). Should the Japanese Government decide to accelerate the completion of those vessels, it is most probable that orders for the machinery, armour, guns, and even the hulls of several of them, would be placed abroad, for, in spite of the great strides it has made in recent years, the Japanese industry is not yet capable of undertaking quickly such a heavy amount of naval construction.

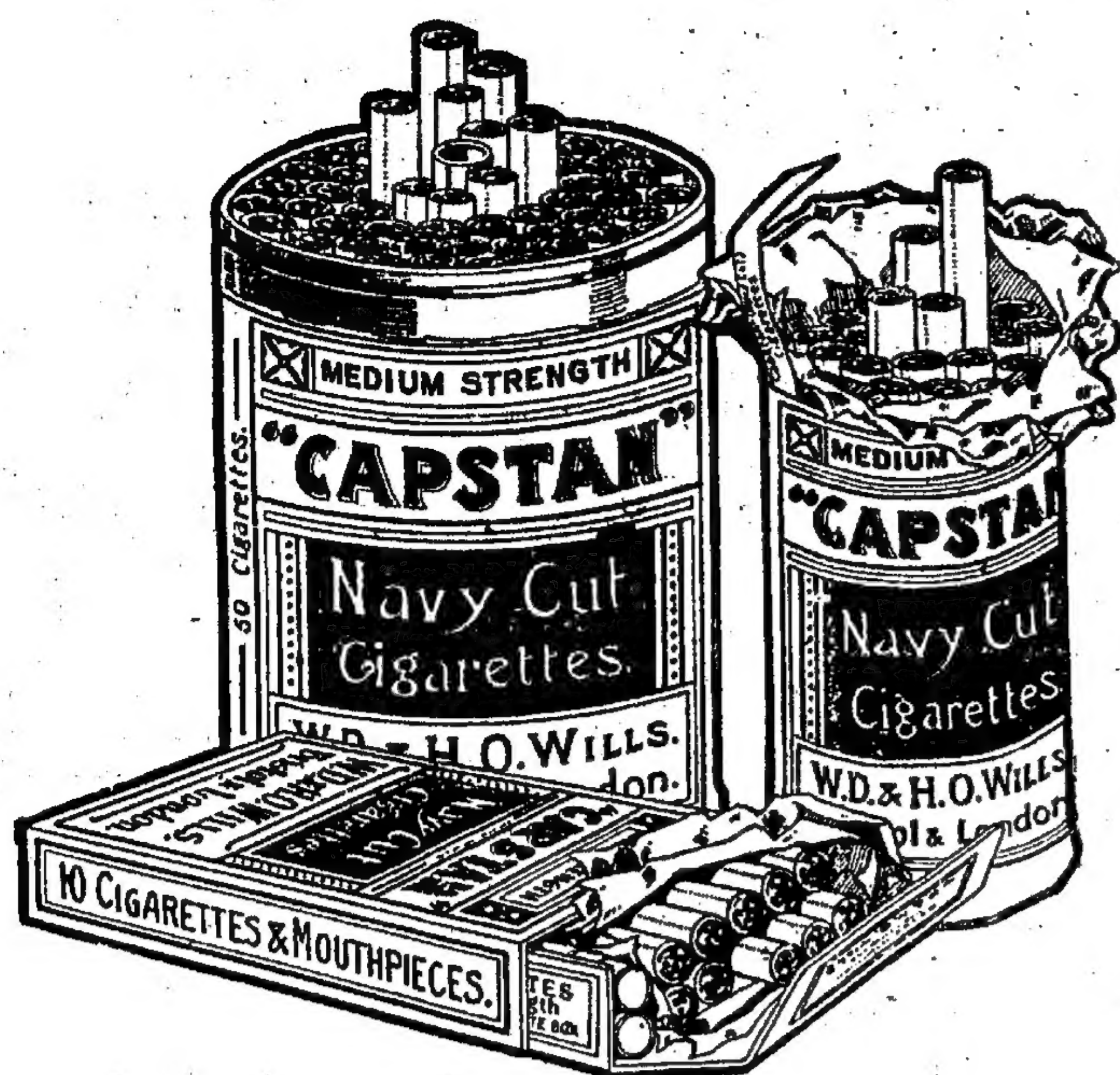
OILY-WATER IN ESTUARIES.

The Board of Trade has called a conference of representatives of docks and harbours and ship-owners to consider regulations to deal with the danger arising from the presence of oily water in estuaries, harbours and docks. The matter is obviously of importance to shipping in view of the increasing use of oil as fuel. There are regulations for certifying complete freedom from oil in holds of tank ships, but it is, of course, impossible for oil-driven vessels to get rid of all their oil before they go into dock, whether wet dock or dry dock, and unless the use of oil is seriously to be handicapped, a satisfactory agreement must be reached between the representatives of the shipowners and dock authorities.

WIRELESS RECORD AT SEA.

A remarkable wireless record has been set up by the new 14kw. quenched spark transmitting apparatus which is being introduced by the Marconi International Marine Communication Company as its standard equipment for ships at sea, and which has already been installed in a number of vessels. The guaranteed working range of these sets is between 400 and 600 miles, according to the type of receiver in use, but the wireless operator on the Walmer Castle reports that when off Wallich Bay, on the way to Cape Town, he was able to read signals sent out by the Olympic when approaching Southampton and approximately 3,000 miles distant from the Walmer Castle. The Olympic, which is fitted with both quenched spark and long-distance continuous wave apparatus, was using its spark set to communicate with Valentia coast station on a 600 metre wave length. The operator of the Walmer Castle states that the Olympic's signals were strong and steady, and he took down several messages in proof of his statement. His receiving apparatus consisted of a crystal receiver and a Marconi type 71 three-valve amplifier.

NOTICES.



"CAPSTAN"

MEDIUM FLAVOUR

CIGARETTES

THE PRIME FAVOURITES EVERYWHERE.

SOLD BY ALL TOBACCONISTS.

The Advertisement is issued by British-American Tobacco Co. (China) Ltd.

WEATHER REPORT.

April 21d. 11h. 22r.—Pressure has again decreased slightly at all reporting stations; the anticyclone continues to move eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.84 inches, against an average of 9.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

| District. | Forecast. |
|---|----------------------------------|
| 1 Hongkong to Gap | E. & S.E. winds, moderate; fair. |
| 2 Formosa Channel | The same as No. 1. |
| 3 South coast of China between H.K. & Lamoocks. | The same as No. 1. |
| 4 South coast of China between H.K. & Hainan. | The same as No. 1. |

T. F. CLAXTON, Director.
H.K. Observatory, April 21, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signalmast.

SHIPPING NEWS.

NAVAL MANOEUVRES.

The China naval fleet, with submarines, will shortly proceed from here to Weihaiwei for summer training and manoeuvres.

THE CANADIAN FLAG.
The use of the Canadian flag bearing a white beaver in the centre has been discontinued by the Canadian Government Merchant Marine. The new house flag is a white cross set within a white circle on a red background. The reason for the change is that the old emblem was not distinguishable at a distance.

SHANGHAI-CANTON SERVICE.
The K. Hanyo Maru and another vessel of 3,500 tons of the Nissin Kisen Kaisha will shortly be placed on the Shanghai-Canton service subsidized by the Japanese Government. It is believed that the same company contemplates the inauguration of a coastal service between Shanghai and northern ports.

OIL v. COAL.
An interesting trial has been made by the Shipping Board of the economies to be effected by conversion of steamers from coal to oil burning. Two steel cargo carriers, sister-ships, were sent from New York to Santos, Brazil, one being an oil burner, the other consuming coal. The former consumed 359 tons, the voyage lasting 21 days, 13 hours. The latter burnt 657 tons of coal and took 24 days, 13 hours on the trip. Moreover, the oil burner carried 700 tons more cargo than the coal-fired vessel.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

EXCHANGE.

(Opening Rate; closing Rate on Page 11).
SELLING.

| | |
|------------------------------|---------|
| T/T | 2/6 1/2 |
| Demand | 2/6 3/4 |
| 30 d/s | |
| 60 d/s | |
| 4 m/s | 27 |
| T/T Shanghai | Nom. |
| T/T Singapore | 110 |
| T/T Japan | 102 1/4 |
| T/T India | 192 |
| Demand, India | |
| T/T San Francisco & New York | 50 |
| T/T Java | 144 |
| T/T Marks | Nom. |
| T/T France | 700 |
| Demand, Paris | |

BUYING.

| | |
|----------------------------------|-----------|
| 4 m/s. L/C | 28 3/4 |
| 4 m/s. D/P | 28 3/4 |
| 6 m/s. L/C | 29 |
| 30 d/s. Sydney and Melbourne | 210 1/4 |
| 30 d/s. San Francisco & New York | 53 1/2 |
| 4 m/s. Marks | Nom. |
| 4 m/s. France | 710 |
| 6 m/s. France | 780 |
| Demand, Germany | 50 1/4 |
| Demand, New York | |
| T/T Bombay | Nom. |
| Demand, Bombay | 192 |
| T/T Calcutta | Nom. |
| Demand, Calcutta | 192 1/2 |
| On Yokohama | 110 |
| Demand, Manila | 110 |
| Demand, Singapore | 110 |
| On Haiphong | Nom. |
| On Saigon | 82 1/2 |
| On Bangkok | Nom. |
| Sovereign | Nom. 7.60 |
| Gold leaf per Tael | 48.20 |
| Bar Silver, ready | 35 |
| forward | 34 1/2 |
| Bank of England rates 7 1/2 | |
| New York/London | 3.93 |

SUBSIDIARY COINS.

| | |
|--------------------------|------------|
| H'kong 50 cts. pieces | par. |
| 10 " | 1/10% pm. |
| 5 " | 1/2% dis. |
| Canton subcoins | 14.7% dis. |
| Hongkong April 21, 1921. | |

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. W. HOELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking. CODES:
A.B.C. 5th Edition;
Bentleys & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

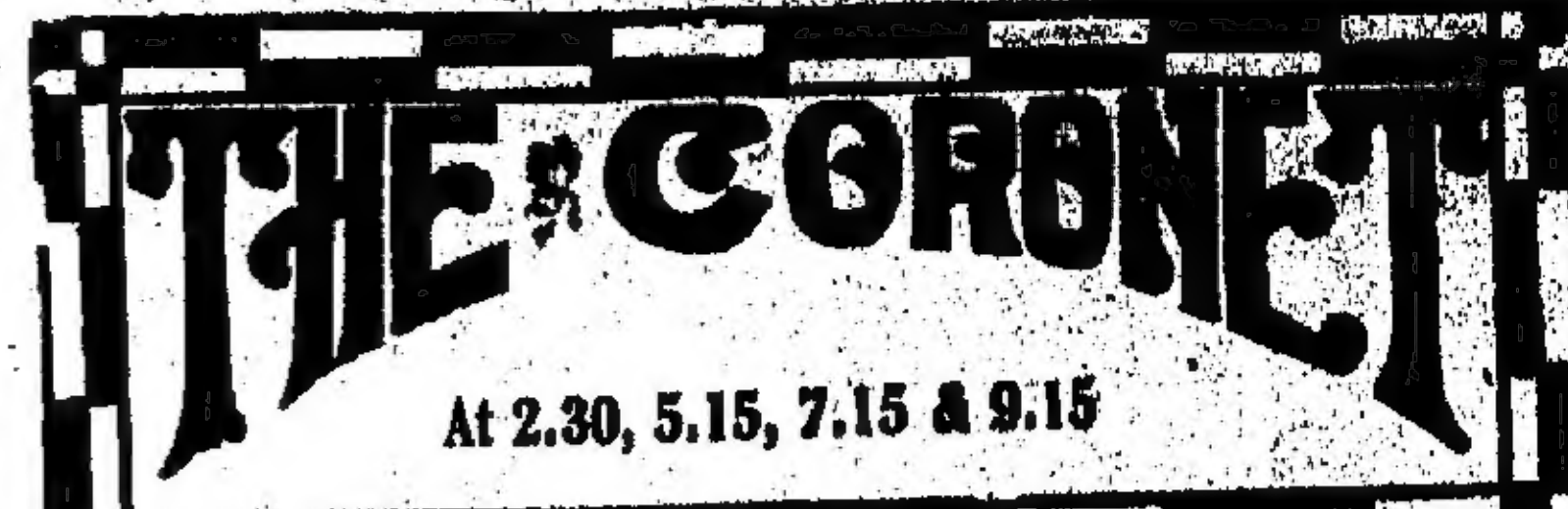
METEOROLOGICAL.

| | Previous Day | on date. | on date. |
|------------------------------|--------------|----------|----------|
| Barometer | 29.96 | 29.93 | 29.92 |
| Temperature | 72 | 70 | 74 |
| Humidity | 75 | 89 | 75 |
| Wind Direction | E. | E. | E. |
| Wind Force | 2 | 3 | 3 |
| Weather | 0 | 0 | 0 |
| Rain | 0.00 | 0.00 | 0.00 |
| Highest open air | | | |
| Temperature on the 20th | 74 | | |
| Lowest open air | | | |
| Temperature on the 21st | 70 | | |
| T. F. CLAXTON, Director. | | | |
| H. K. Observatory, April 21. | | | |

TIDE TABLE.

| 15th to 24th April, 1921. | | | |
|---------------------------|----------------------|---------------------|--------|
| Day | High Water Mean Time | Low Water Mean Time | Height |
| Mon. 18 | 7 13 | 5 9 | 1.5 |
| Tues. 19 | 7 44 | 5 1 | 1.5 |
| Wed. 20 | 8 13 | 5 8 | 1.5 |
| Thur. 21 | 8 41 | 5 28 | 1.5 |
| Fri. 22 | 9 27 | 5 59 | 1.5 |
| Sat. 23 | 10 17 | 6 3 | 1.5 |
| Sun. 24 | 11 6 | 6 24 | 1.5 |
| | 10 58 | 6 7 | 1.5 |

ENTERTAINMENTS.



TO-DAY THU THURSDAY
FOR FOUR DAYS ONLY!

"PIRATE GOLD"

Episodes 3 and 4.

PATHE REVIEW.
HARRY POLLARD COMEDY.
BRITISH GAZETTE.

HONGKONG THEATRE

TO-NIGHT! TC-NIGHT!

ARTCRAFT

J. CK PICKFORD and LOUISE HUFF

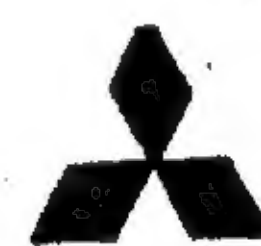
"JACK AND JILL"

SMILING BILL

"BILLY'S FORTUNE"

Paramount Pictograph No. 1152.

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI) TRADING CO. LTD.)

COAL, GENERAL IMPORTS AND

EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
AKASHIMA, GCH, MUTABE, KISHIDA,
OSHIMOTO, INO, KAMAZAWA, SATO,
SHINKEI, KANADA, KAMIMADA, BISA
and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:- NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, WUORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIRIN, TSINGTAO, TSIANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, VANILLA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:- "IWASAKISAL."

Codes:- A1, A.B.C. 5th Ed.,
Western Union and Bentley.

AGENCY FOR:- THE MITSUBISHI MARINE AND FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:-
S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 min

8.00 a.m. to 8.30 a.m. Every 10 min

8.30 a.m. to 9.00 a.m. Every 10 min

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